

# NATIONAL FISHERMAN

JULY  
1957



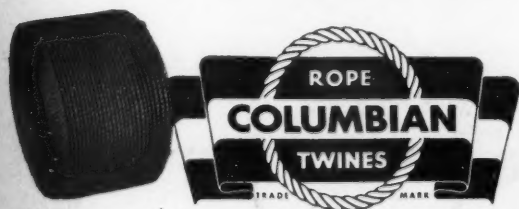
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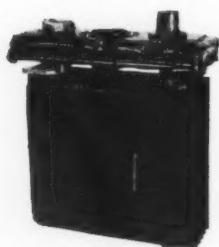
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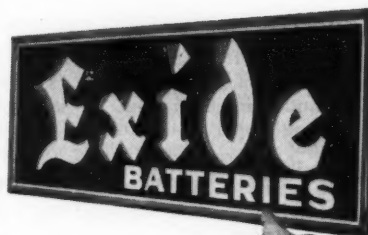


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# NATIONAL FISHERMAN

The Fishing Industry Magazine

## Freezing-at-Sea Would Aid Groundfish Industry

A contract for an engineering study of a new North Atlantic trawler equipped to freeze fish at sea, has been awarded by the U. S. Fish & Wildlife Service. Funds for the \$15,000 contract, which has been given to Dwight S. Simpson & Associates, Boston naval architects, are provided by the Saltonstall-Kennedy Act.

The request for this study was made by the New England Committee for Aid to the Groundfish Industry. The study will include development of a preliminary design and will incorporate the principles and techniques for handling and freezing fish at sea developed over the past six years by Fish & Wildlife Service.

Large-scale tests of techniques and equipment have been made by the Service's exploratory fishing vessel *Delaware* which in recent months has brought in two 100,000-pound loads of fish fresh-frozen at sea.

Basic specifications laid down by the Fish and Wildlife Service for the project call for a steel-hull, Diesel-powered trawler capable of operating in any fishing weather and at distances much beyond present limits. It must be more than 140-feet long with sufficient space for the refrigeration equipment necessary for freezing at sea, sufficient payload space to permit profitable operation, and have the mechanical equipment necessary to handle fish with utmost care.

The preliminary findings and design will be used by interested segments of the New England fishing industry for calculating the earning capacity of the proposed vessel under conditions met in the New England fishery.

The freezing-at-sea study may

well pave the way for a revolutionary development in the groundfish industry. Freezing of fish in the round aboard ship, immediately after being caught, will permit fishermen to range farther from port and to remain at sea until a full load of fish is obtained. It will assure the landing of fish in prime condition, and will enable the processor to stockpile the fish and to establish regular production schedules for handling them.

Under present conditions, where fishing vessels depend upon ice to preserve catches, the duration of fishing trips is limited. If fish are not readily found in sizable quantities, boats return to port with a partial load.

Maintaining a vessel and running to and from the grounds requires a nearly fixed expenditure regardless of how much fish is caught. Larger catches would spread this cost over a greater volume, thus reducing the per-pound production expense.

If vessels could stay at sea for longer periods, they could be operated on more distant grounds. This would bring new productive resources within practical reach of the groundfish fleet.

The fact that shore plants could store round frozen fish until needed for processing would eliminate the present problems of glut and scarcity. This would undoubtedly have a stabilizing effect on prices, to the benefit of fishing boat owners.

The Government's freezing-at-sea project will give the groundfish industry an opportunity to consider an improved production technique which could be an important factor in lowering costs, increasing catches and putting the industry in more favorable position to meet foreign competition.

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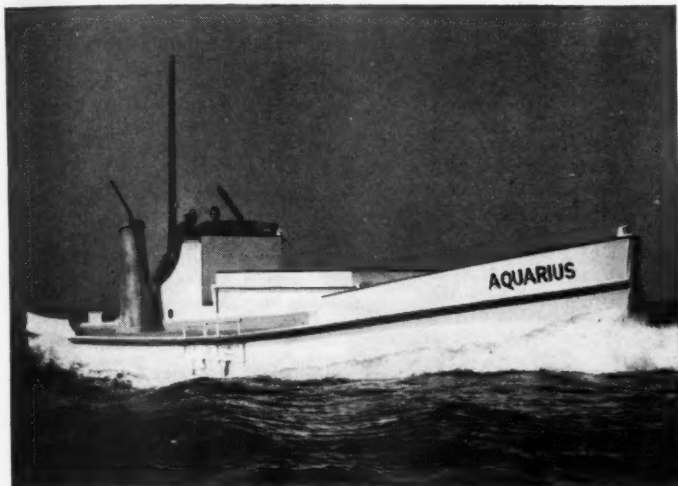
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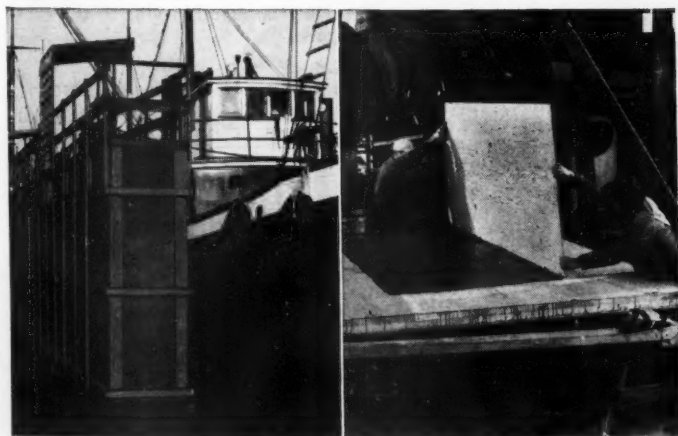


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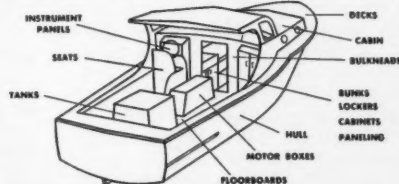
**Left:** Drydock at West Coast port utilizes Exterior-type fir plywood in four buoyancy units with a lift of 325 tons. Each unit is 28 feet long, 20 feet high, 4 feet wide. Construction was completed in less than a week. **Right:** Workmen glue-up a tuna clipper bulkhead with Exterior fir plywood. Large, light, rigid plywood panels are ideal for almost every installation of this kind.

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# FISHERY PROGRESS

## ► FGWS Appropriations for 1958

A bill making appropriations for Department of Interior and related agencies, including Fish and Wildlife Service for fiscal year ending June 30, 1958, has been signed by President. The bill appropriates \$25,354,900 for use of Fish and Wildlife Service, including \$6,598,510 for Bureau of Commercial Fisheries; and \$913,200 for Office of Commissioner of Fish and Wildlife.

Appropriations for Bureau of Commercial Fisheries for fiscal year 1958 include the following: Management and Investigations of Resources, \$5,781,000; Construction, \$700,000 (includes \$400,000 for technology laboratory at Juneau, Alaska, and \$300,000 for technology laboratory at Gloucester, Mass.); General Administrative Expenses, \$117,510.

Under heading "Reorganization of Fish and Wildlife Service", the bill recommends separate administrative services be set up for the two Bureaus. Details as to how this is to be accomplished are left up to Secretary of Interior, with proviso that when plans for separate administrative set-ups are finalized they be submitted to Bureau of Budget for approval.

Request on part of Department of Interior for sum of \$583,000 for "Education and Training Grants" authorized by Public Law 1027 of 84th Congress was disallowed.

## ► Additions to Fleet Increase

During first four months of 1957, 143 fishing vessels of five net tons and over were added to fishing fleet of United States and Alaska. This was 36 more than in same months of previous year.

South Atlantic area, with 28 additions, had twice as many as in first four months of 1956. Other regions which showed increases were Middle Atlantic, with 12, as compared to 8; Chesapeake, 31, against 21 last year; Gulf, 35, compared to 29; and Pacific, 19, or a gain of 5.

New England added 6 vessels to fishing fleet, which was same as in 1956, and Great Lakes fishermen received first documents on two boats, which also was the number added in the previous year. Alaska had 10 additions to its fleet, and this was 2 less than in 1956.

## ► New Fishery Advisory Committee

Secretary of Interior Fred A. Seaton recently announced 19 appointments to American Fisheries Advisory Committee, which represents all segments of American fishing industry. Passage of Fish and Wildlife Act of 1956 which, among

other things, made Saltonstall-Kennedy Act permanent, resulted in establishment of a new committee using staggered-term system which will retire one-third of the group each year.

Former members reappointed and their terms of office are as follows: one year—Moses B. Pike, Holmes Packing Corp., Eastport, Maine; H. F. Sahlman, Sahlman Sea Foods, Fernandina Beach, Fla.; Donald P. Loker, Star-Kist Foods, Inc., Terminal Island, Calif.; Lawrence Calvert, San Juan Fishing and Packing Co., Seattle, Wash.; Arthur Sivertson, Sivertson Bros. Fisheries, Duluth, Minn.

Two years—J. Richards Nelson, oyster and clam grower, Madison, Conn.; David H. Hart, fisherman and vessel owner, Cape May, N. J.; Lawrence W. Strasburger, Strasburger Inspection Service, Metairie, La.; Thomas F. Sandoz, Columbia River Packers Assoc., Astoria, Ore.

Three years—James S. Carlson, Baker, Boies and Watson Co., Boston, Mass.; Leon S. Kenney, Pinellas Seafood Co., St. Petersburg, Fla.; Arthur H. Mendonca, F. E. Booth, Inc., San Francisco, Calif.; Chris Dahl, Kayler-Dahl Fish Co., Petersburg, Alaska.

New members of Advisory Committee and terms of office are: one year—John Lewis, Twin City Fishermen's Cooperative Assoc., Inc., Morgan City, La.; two years—William Ballard, Ballard Fish & Oyster Co., Inc., Norfolk, Va., and Mason Case, Fishermen's Cooperative Assoc. of San Pedro, Calif.; three years—Ralph E. Carr, Mid-Central Fish Co., Kansas City, Mo., R. L. Haynie, Reedville Oil & Guano Co., Inc., Reedville, Va., and James McPhillips, McPhillips Packing Corp., Mobile, Ala.

## ► Tuna Imports Show Gain

During first four months of 1957, 49 million pounds of frozen tuna were imported, a gain of 8 percent over similar period of year ago. Of the 49 million pounds, 21.5 million pounds were albacore (an increase of 43 percent over year ago) and 27.3 million pounds were other tuna (9 percent less than year ago).

Imports of 12.4 million pounds of canned tuna during first four months of 1957 represented a gain of 17 percent over same period in 1956.

## ► Fillet Council Meets

First meeting of North Atlantic Fillet Council, formed at Chicago last April, was held June 26 in Boston. In attendance were the Chair-

man and Vice Chairman, F. M. Bundy and Clarence J. Morrow, as well as the two associate secretaries, Thomas D. Rice and Robert Johnson, and 14 others.

It was voted unanimously that the Council be continued on permanent basis, and a committee was appointed to draft suitable by-laws to be presented to next meeting, which will be held in Boston on July 31. Plans of the Council call for appointment of a full-time Executive Secretary, and for a membership assessment based on a relatively small fee per unit of production, with a minimum of \$100 per member.

At the start, program of Council is to be devoted to assembly and exchange of production, inventory and marketing information among members, as well as improvement of quality. One of prime, long-range purposes is development of confidence among members, looking toward substantial advertising and publicity program at earliest possible time.

## ► Named to Fisheries Commission

President Eisenhower has appointed Ross L. Leffler, Assistant Secretary for Fish and Wildlife, to be Commissioner of United States Section of International North Pacific Fisheries Commission, to replace John L. Farley.

## ► Alaska Salmon Pack Increases

Alaska canned salmon pack for this season through June 15, was 5,117 cases ahead of same period a year ago. Total pack for all of Alaska was 54,502 cases, as compared to 49,385 cases a year ago. Most of the canning was in the central area.

## ► Ferguson Heads Shrimp Assoc.

The largest and most successful meeting of the Shrimp Association of the Americas was held in Mexico City the latter part of June. John Ferguson, president of Southeastern Fisheries Association, was elected President of the Shrimp Association. John Mehos of Galveston, and Hector Ferreira of Mexico, were named vice-presidents; Donald Sahlman of Tampa, Florida, was elected secretary; and J. R. Clegg of Brownsville was named treasurer.

## ► Atlantic States Marine Report

Fifteenth Annual Report of Atlantic States Marine Fisheries Commission was released recently. It summarizes first 15 years of Commission's history, comparing conditions in 1942 and now. Since its creation, similar interstate commissions have been set up for five Gulf States, three Pacific States and more recently for eight Great Lakes States.



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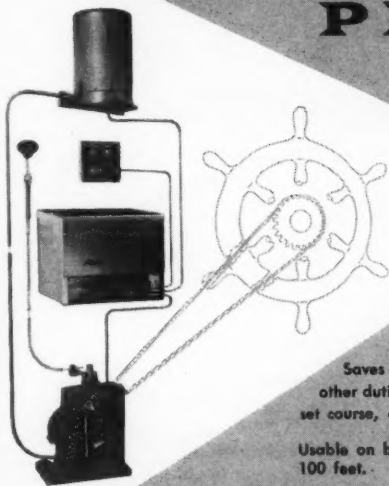
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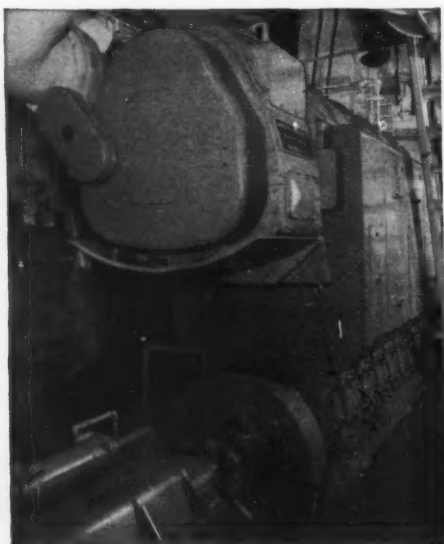
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## NEW TUNA CLIPPER UNITED STATES

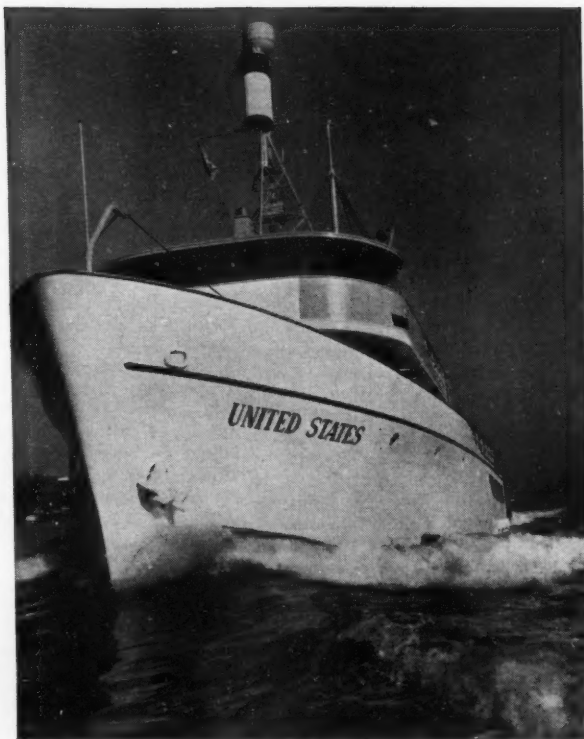
From bow to rudder, the new tuna clipper *United States* is the latest in design perfection. Built by the National Steel and Shipbuilding Corporation, she features an efficient hull design that is the result of extensive model test studies. Rudder design evolved from a recent high-speed N.A.C.A. airfoil shape. The result: the most modern tuna clipper afloat, with a fish-hold capacity of 340 tons plus ample sea stores to reach distant fishing grounds and return.



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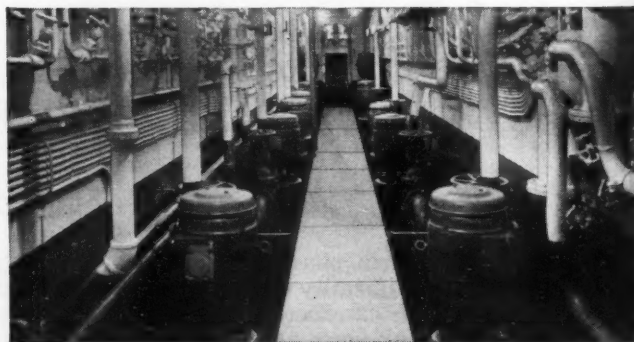
## O-P POWER

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# New Fishery Research Projects Underway

## Contracts Awarded for Salmon, Crab, Shrimp, Menhaden

**S**EVENTEEN contracts for research, biological investigations, and economic studies in the fishing industry have been awarded recently by the Fish and Wildlife Service. Money for these contracts was provided through the Saltonstall-Kennedy Act which makes available a portion of foreign fisheries import duties to carry out research on means of strengthening the United States fishing industry.

Species being studied biologically include salmon, king crab, blue crab, shrimp and menhaden. The economic studies are being made on Pacific halibut, Maine fish and shellfish, and a third study is on the effect of price changes on several selected varieties of fish and shellfish.

There are four contracts which relate specifically to the Alaska salmon fishery and one to Alaska's king crab. All salmon contracts are with the University of Washington and include tagging salmon in Cook Inlet and Prince William Sound, \$45,000; tagging salmon off Prince of Wales Island, \$35,000; observations of red salmon on Kvichak River system, \$56,700; cataloging streams in Southeastern Alaska, \$15,000. The University of Southern California has the contract to study the king crab in the Cook Inlet area. This is a two-year project for \$62,400.

### Mississippi Laboratory to Study Menhaden

A research contract with the Gulf Coast Research Laboratory of Ocean Springs, Mississippi, is for a three-year, \$100,000 project to determine whether menhaden in the Gulf of Mexico are all of one race or of many races. Biologists consider this knowledge essential for any scientific study of the resource, since fish of various races of the same species are apt to react differently to a given set of conditions.

The ultimate objective of this menhaden study is to help the biologists predict fluctuations in the menhaden supply. There is no apparent threat to the menhaden fishery, now, biologists say, but add that they prefer to make the necessary studies while the fishery is in a healthy condition. In the late 1800's menhaden was one of the best fisheries in the New England area. Then it suddenly disappeared and did not reappear in those waters until five years ago.

Tulane University of New Orleans has an \$11,000 fourteen-months contract to study the larvae and young of the menhaden, another phase of the work which will be used in management plans for the resource.

With Tulane also the Service has placed a contract for \$14,000 for a study of the anatomical differences between the white and brown shrimp. Biologists believe that close scrutiny of the anatomy of the shrimp will give them valuable clues to the habits and life history of that shellfish.

Among the contracts awarded on the use of radiation in the preservation of fish were those to Florida State University and Oregon State College. Florida State will have \$14,200 to study the effects of radiation on blue crab meat and Oregon State will have \$13,000 for ionized radiation on Pacific Coast shellfish and smoked fish.

There are three contracts with the University of Minnesota included in the group just awarded. These are: research on the use of derivatives from fish oil, \$15,000; determination of the structure of the saturated and unsaturated acids of fish oil, \$13,900; and study of the chemistry of the odor problem in fish oil, \$13,000.

A laboratory study of the blue crab will be made by the Oyster Institute of North America. This is a two-year project and will cost \$80,000. The factors which affect survival of the larvae and young crabs will be studied. The effects of temperature, the changes in chemical composition of the water and salinity will be considered. The findings will be related to natural conditions in an effort to learn whether or not there is some way by which

the resource can be protected against the vagaries of nature, or by which these effects can be predicted.

### Economic Investigation of Halibut Fishery

One of the contracts dealing with fishery economics is with the University of Washington, which will study the possible economic impact of Government fishing regulations and industry-imposed regulations upon the Pacific halibut fishery. Severe fluctuations of boatside prices in 1953, compared with the relatively stable boatside



Donald L. McKernan, who was recently appointed Director of the U. S. Bureau of Commercial Fisheries, presents a copy of the Federal Register containing proposed standards for breaded shrimp to J. Roy Duggan, president of the Southeastern Fisheries Association. These standards were developed by the Bureau of Commercial Fisheries, in cooperation with a breaded shrimp producers' committee, of which Mr. Duggan was chairman.

prices in 1956, will be the basis for the study. It is suspected that the 1953 price fluctuations were severely influenced by supplies coming to the docks faster, at times, than the halibut could be economically handled and directed into the channels of trade. During the 1956 season the halibut fishermen established a fleet rotation system which resulted in a steady flow of halibut into the various facilities, with a greater stabilization of the price structure. The Service is asking that all factors affecting both the stable and unstable price structures be documented. The cost will be \$39,700.

The interrelationships of biologic and economic forces upon fishery resources are being studied by the Department of Sea and Shore Fisheries of Maine. The study will seek, for example, to determine what effect price declines in one fishery have upon the harvest of the resources of another in that area. In addition, research will be made on the effects of a failure in a particular fishery resource upon the prosecution of other fishery resources. This is a \$25,000 contract.

Rutgers University of New Jersey has been awarded a contract for \$29,700 for 2 year economic study to determine the basic factors that affect demand and prices paid for principal species of fish and shellfish. Such information assists fishermen and fishery products distributors in making more informed decisions on how their products should be priced to effect the greatest amount of profitable sales. The study will include canned tuna; fresh, frozen and canned salmon; fresh and canned oysters; and fresh Atlantic blue crab.



# Hydraulic Power Blocks for Hauling Seines

## Being Used by Menhaden Industry

**W**HEN the Virginia menhaden fleet set sail at the beginning of this season, a group of specially designed steel purse boats went along. Each is equipped with a boom on the end of which is attached an oversized pulley, known as a Power Block. The device, invented in 1954 by Mario Puretic, California tuna fisherman, is manufactured by Marine Construction and Design Co., Seattle.

Half of the Standard Products Co. fleet operating out of White Stone and Reedville, Va. has been equipped with Power Blocks for the 1957 season. H. R. "Peck" Humphreys, Jr., president of the Company, is confident that within three to five years the entire menhaden industry will convert.

Use of the Power Block by Standard Products is believed to mark the first commercial application of the device on the East Coast. By using the block, Humphreys said, "we know six men less will be needed to make up the ship's complement. As we learn how to apply power to other operations, we can further decrease the number of men needed."

For 13 days this Spring a Standard Products Company steamer put the Power Block to task under the watchful eye of Capt. Wallace Lewis. At the conclusion of the trial runs, Capt. Lewis commented: "We can pull the net back faster with the block than 23 men can do it manually. It's much easier and will save the workingman a lot of backbreaking work in the hot Summertime."

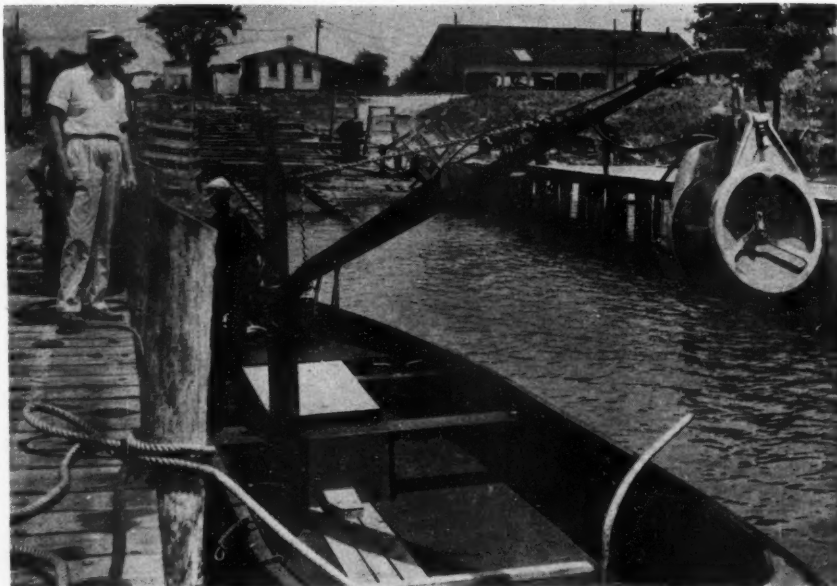
By hand, the recovery—known as "pursing"—of a net takes a crew of men in two boats some 40 minutes. With the block the time is trimmed to 25 or 30 minutes, and the new method requires fewer crewmen.

"We're able to fish much faster with the blocks," Humphreys said, "and sometimes five minutes can mean a half a load of fish. You've got to catch them while they're showing."

At the present time, there are some 300 large vessels of over 100' in length, called "steamers", employed in the menhaden fishery. Each steamer carries two small 32' whaleboat-type catcher boats, known as purse boats. The pair of purse boats carried on each steamer fishes one net, which is considerably smaller than the nets used on the Pacific Coast. A crew of approximately twelve men is used in each one of the purse boats—or 24 men per net. This fishing procedure is very similar to that used in Norway and Iceland for catching herring. The system is quite effective; however, it requires large manpower and is limited to rather small nets.

### How Power Block Works

Power Blocks 25 inches in diameter are being used in the menhaden fisheries. They are fabricated from non-corrosive aluminum alloy and are driven by a Vickers hydraulic motor which receives its power from a Vickers hydraulic pump connected to the purse boat engine. Each



Steel purse boat equipped with Puretic Power Block for hauling in menhaden seines. Standing on dock is H. R. Humphreys, Jr., president of Standard Products Co., White Stone, Va., who has equipped half of his fleet with Power Blocks.

purse boat has its block mounted at the end of a steel gaff supported by a comparatively short steel mast.

The net is played out around a school of fish in the usual manner. After the net is pursed, one side of the Power Block which is hinged for the purpose, is lifted and the cork lines of the net are placed over the sheave. The sheave is faced with rubber cleats to increase the effect of friction, and as power is applied to the sheave the ends of the net are drawn into the block, resulting in a wedging action which assures a steady pull as the catch is hauled. The Power Block is controlled by a lever on deck, and can be rotated in either direction, with neutral being the brake position.

As the net passes through the Power Block, crew members arrange it properly in the purse boats, but the laborious hauling of the net is taken over by the block. It is accomplished faster than by the old method and with less damage to the net.

### Western Style Purse Seining Being Tried

For some time East Coast menhaden fishermen have been aware that much larger nets and greater tonnages of fish were being handled on the West Coast with about 1/3 as much manpower as is used on the East Coast. Several of the leading menhaden skippers, port captains, and plant superintendents recently visited in Canada to see herring seiners in operation using Western style fishing methods.

Mario Puretic is now working with Smith Research and Development Co. out of Lewes, Delaware, helping to teach a crew on the 57' converted Alaska Limit Seiner *Star of the Sea* Western purse seining methods. This includes the actual hanging of the net as well as the fishing operation. In addition to demonstrating new methods of handling a purse seine, Puretic is also going to run experiments with a new type of net which is radically different from anything that has yet been used.



The *Star of the Sea* was purchased by Harvey Smith of the extensive Smith fishing enterprises, reputed to be one of the world's largest fishing organizations. Marine Construction & Design Co. of Seattle bought the vessel for Smith from Matt, Dominic, and Rom Svorinich, well-known fishing family of the Northwest. The *Star of the Sea* is expected to fish all the way from Texas to New England, making appearances in different areas as the menhaden season progresses.

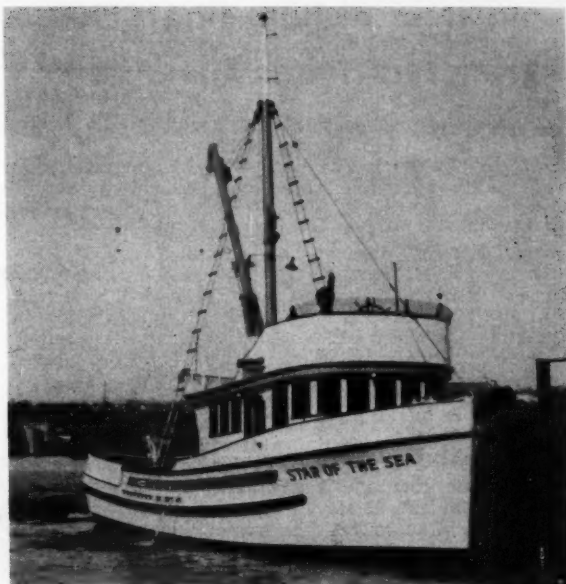
With the *Star of the Sea*, it is expected that the same size, or larger menhaden nets may be handled with not more than six men. The experiments that are being conducted now will determine whether the West Coast style of fishing can produce sufficient tonnage of menhaden. If these experiments are successful, it probably will mean that new boats will be designed for East Coast use, incorporating the best characteristics of the West Coast type and adapted especially for conditions in the Eastern fishing areas. Menhaden fishing is different from most West Coast fishing in that greater tonnages are produced.

### "Star of the Sea" Has Live Boom

Marine Construction & Design Co. has worked closely with Mr. Puretic and, in addition to making arrangements for the purchase of *Star of the Sea*, completely outfitted her for the trip through the Panama Canal and modified her rig with several innovations to Puretic's specifications. The most important innovation which Puretic requested on this boat, in addition to a hydraulically-driven Power Block, is a hydraulically-controlled live boom. This boom is so designed that by hydraulic actuation it can be raised and lowered and swung from side to side. The vessel also has Marco hydraulic purse winch with double gypsy, for pursuing the net and lifting the skiff.

The *Star of the Sea* is one of the smallest fishing vessels to be delivered from the Pacific Coast to the East Coast under her own power. The boat was originally designed for salmon fishing in the Bering Sea. Despite her short keel (50-foot) she is an exceptionally seaworthy craft, according to Capt. W. G. Sampson, who piloted her from the Pacific Coast. She can fish in any weather that the larger (up to 200-foot) menhaden boats can stand, he says. The vessel actually is an improved purse boat. She has her own purse boat that is dropped over the side when fish are spotted.

The smaller purse boat is stationary while the mother ship makes a circle around the menhaden. Using a five-



57' converted Alaska limit seiner "Star of the Sea", which is being used in menhaden industry experiments with Western style purse seining. The vessel was purchased on the West Coast by Harvey Smith of Lewes, Del.

man crew and power equipment, the nets are set and the fish caught in short order. As soon as the nets are set, the *Star of the Sea* signals for one of the larger boats to come and pick up the fish.

Capt. Sampson expressed the belief that within a few years the menhaden fleet would include many of the converted seiners. "They are just about as maneuverable as the smaller purse boats and can fish in rough water," he says.

### Hydraulic Equipment on Boat

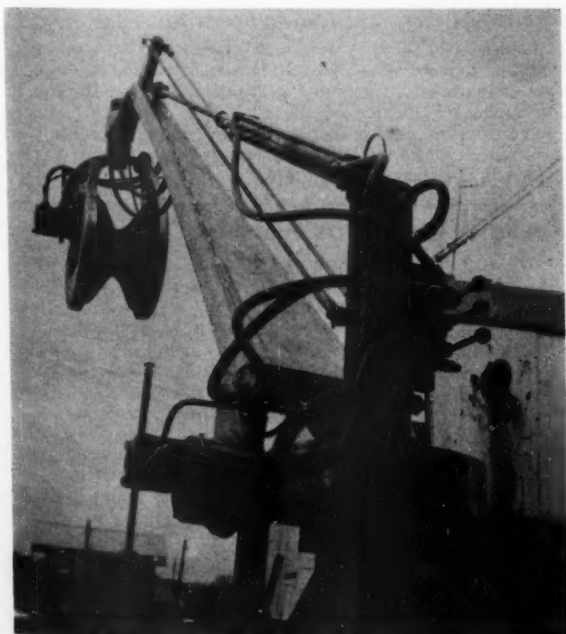
Mario Puretic devised the arrangements on the *Star of the Sea* so as to aid in experiments he is conducting in the Gulf and on the East Coast to demonstrate new systems of purse seining. Marine Construction & Design engineers worked out the hydraulic circuits and this Company manufactured and installed the necessary components and made the installation.

Basically, the equipment on the *Star of the Sea* is as follows: A single Vickers hydraulic pump is operated from the main engine or auxiliary. From this prime power source a hydraulically-operated topping winch is used to raise and lower the boom at the fingertip control of the operator. Special hydraulic cylinders with stainless steel rods are installed on the boom, which actuates the boom vangs. The rigging details are worked out such that the length of the boom vangs does not change as the boom is raised and lowered. The hydraulic circuit utilizes a Vickers motor and is designed with proper flow control and compensation, so that when a second lever is actuated, the boom may be swung from side to side, keeping both vangs tight at all times.

This installation has the advantages of a rotating base crane type of cargo hoist, such as is used on many of the Scandinavian motor ships.

The power boom can be supplied by Marine Construction & Design Co. with necessary hydraulic circuit diagram. (Continued on page 41)

Hydraulic Power Block and boom equipment, built by Marine Construction & Design Co., and used on menhaden purse boats. Three levers control the operation—one for rotating the block, one for raising and lowering the boom and the other for swinging the boom. There is Vickers hydraulic motor on the side of the block, and another hydraulic motor on the crane which actuates the boom lifting strut and swinging mechanism.



## Louisiana Fishing Boats Help During Hurricane Cleanup

Louisiana fishing boats played a major role in the cleanup work after Hurricane Audrey, which struck the latter part of June. The port of Cameron caught the brunt of the hurricane, which was considered the second worst in almost 20 years, and hundreds of people lost their lives. The fishing craft helped to salvage bodies and aided in any other way they could.

By the first of July, a road had been opened to the Cameron area, and a fleet of Army heavy-duty equipment was ready to clear out the debris in preparation for rebuilding. Cameron, which is a menhaden fishing center, lost many of its menhaden boats when they were washed hundreds of yards inland.

The first victims of the hurricane were counted on June 26th, when a man drowned in Galveston, Texas, and nine crewmen went down off the coast with the fishing vessel *Keturah*, owned by Francis Taylor of Pensacola, Fla. She was under tow by a Coast Guard boat, and sank with all men aboard about eleven miles off Galveston, Texas, after the towline broke. The vessel was skippered by Capt. Samuel Tinsley, 35.

The fishing vessel *Sindy Lee* sank at the entrance of Calcasieu River near Cameron, and its crew of two were stranded in nearby marshes. The shrimp boat *Bert H. Walling III* sank in the Calcasieu channel below Cameron, but the two crewmen were rescued.

Another hard hit port was Delcambre, which was declared in a state of emergency and disaster by the Red Cross. Within two hours, water covered the town to a depth of four feet and over in the low areas.

Shrimp trawlers which normally ride at the docks along the canal rose up with the water and lodged on top of the docks along the bank. Small boats which were not securely tied were washed up on shore, and the Baudoin-Landry and other shrimp sheds and docks were inundated.

At the Cunningham-Pitre Shipyard, the large building where the Delcambre boats are repaired was flattened. Quentin Cunningham, co-owner, said that everything was lost.

Other towns which suffered hurricane damage included Holly Beach, which was all but wiped off the map, Big Lake, Johnsons Bayou, Morris, Grand and Little Cheniere, Grand Lake, Berwick and Morgan City. In some towns the water stood 10 feet deep after the storm wave had spent its strength.

### Oystermen Fighting Proposed Channel to Gulf

The Louisiana Oyster Dealers and Growers Association, Inc. is opposing the route selected for a deep tidewater channel from the Gulf of Mexico to the port of New Orleans. The growers allege that the proposed channel would cut through some of the finest oyster grounds in the State. This would reduce oyster production severely and in some cases actually force some of the growers out of business, it is claimed.

The oystermen have enlisted the aid of the Louisiana Wild Life and Fisheries Commission in their efforts to promote either of two alternate routes for the channel. These alternate channel sites have been approved by the Oyster Association, even though a few of its members have oyster grounds in the path of the newly-proposed routes.

### "Silver Bay" Trawling for Red Snapper

The *Silver Bay* was scheduled to depart the middle of June on a two-week red snapper trawling cruise off the coasts of Louisiana and Texas. The primary objective is to determine feasibility of using trawling gear for the capture of red snapper, and the vessel was to carry out experimental fishing on the broken bottom areas in depths of 20 to 100 fathoms, using conventional and modified New England-type otter trawls.

The *Silver Bay*, a conventional North Atlantic-type dragger, has been chartered by the U. S. Fish and Wildlife Service for a two-year period to carry out additional and supplementary exploratory fishing in the Gulf of Mexico in conjunction with the *Oregon*. The steel-hulled vessel has an over-all length of 96½', 22½' beam and 12' draft. She has a 562 hp. main engine and a cruising radius of approximately 4,500 miles.

### Hurricane Reduces Shrimp Production

Production of canned shrimp during the first three full weeks of June was at a lively rate, but with the week beginning June 24th the landings fell off considerably. Two factors contributed to this: (1) the closing of inside waters of the States of Louisiana and Mississippi to commercial fishing as a normal conservation measure, and (2) hurricane Audrey which grew up in the Gulf and struck the Texas-Louisiana coast on June 27th.

Up to the end of June the bulk of all production of canned shrimp consisted of tiny, small and medium. Large and jumbo shrimp have not been packed in the customary volume to date. In part this is due to the fact that the large-sized shrimp are still diverted from the canneries by reason of their higher value on the fresh market.

### Dulac Trawlers Fishing Mississippi Waters

The Bourg and Voisin Seafood Co. of Dulac has begun a new mode of operations for the Summer months, making the port of Biloxi the base of its shrimping fleet. The fleet will operate from Biloxi and the cargo will be transported back to Louisiana by truck.

Russell Voisin, co-owner, said that the change of operations was made to allow the company's shrimp fleet to operate during Louisiana's two-and-a-half month closed season. He also said that during the Summer months, shrimp are more plentiful in Mississippi waters.

About 18 of the company's fleet of 26 vessels have already begun shrimping in Mississippi waters, and the others are expected to join them soon. The shrimp are unloaded by conveyor belt from the boats onto trucks, which then make the 150-mile trip to Dulac.

### Inland Waters Closed to Shrimping

The shrimp trawling season in Louisiana inland waters was closed on June 21 until August 12, according to F. Lamar Clement, director of the Wild Life and Fisheries Commission. Clement warned that all waters would be patrolled regularly by airplanes and boats.

### Breaded Shrimp Standards Meeting

A public conference on the proposed voluntary standards for frozen raw breaded shrimp was to be held in New Orleans on July 1, it was reported by the Bureau of Commercial Fisheries of the Fish and Wildlife Service. The conference was scheduled at the request of a number of breaded shrimp producers, for discussion and clarification of the proposed standards.

### Georgia Landings Mostly Crabs

Fish and shellfish landings in Georgia during April totaled 996,000 pounds, about the same quantity produced during April of last year. Blue crabs, with 822,000 pounds, and shrimp, 123,000 pounds, made up 95 percent of the total April catch.

Blue crab production was slightly less than in April 1956. Shrimp trawls accounted for a large proportion of the catch, although a number of crab pots were used.

The April 1957 Georgia catch of shrimp was over twice the amount landed during the same month last year, even though the catches of individual trawlers were light. In the central section of Georgia where about half of the shrimp were taken, individual trawler catches seldom exceeded 50 pounds a day, predominantly of a size numbering 46-60 headless shrimp to the pound. Shrimp landings in the southern section of the State during April were mostly 50-60 count, and the remainder were of a size numbering 31-45 to the pound.

## New 38-Foot Steel Seiner Is Fast, Capable Boat

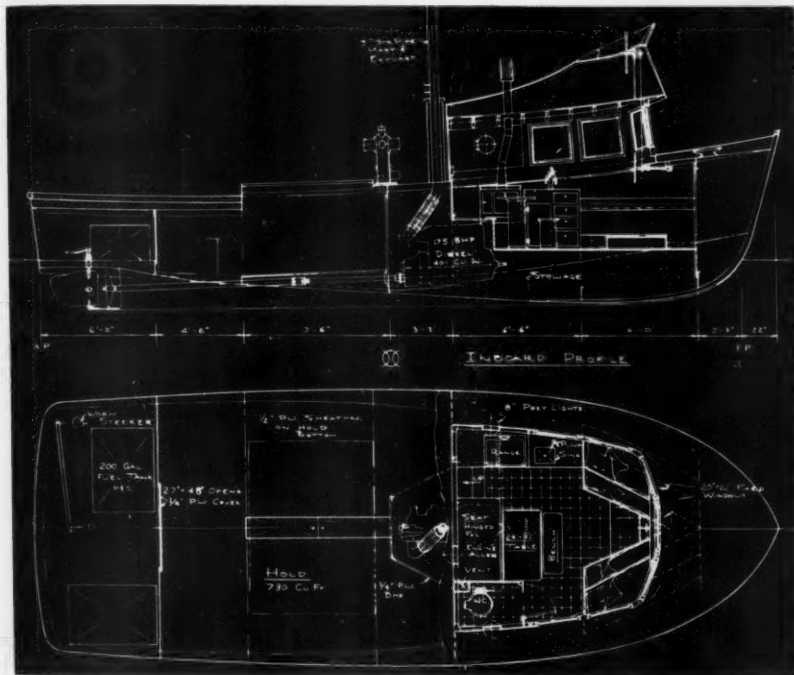
**T**HE new 38' steel seiner *Carmen B*, built for Louis Bussanich of Seattle, makes an easy 10 knots and is one of the fastest boats in her class in the Northwest. She was built by Marine Construction and Design Co. of Seattle. Her speed, coupled with large carrying capacity, are expected to make this seiner a real competitor of the Alaska and Washington salmon grounds.

The *Carmen B* had a very satisfactory shakedown cruise. She is a V-bottom, beamy fishing boat which could be readily adapted to offshore trolling, crabbing or gill-netting. Construction of this model requires only a low initial investment.

The seiner's dimensions include: LOA, 38'6"; beam, 13'; draft, 30". Hull, deck and watertight bulkheads are built of "Corten" high tensile and corrosion-resistant steel, with



"CARMEN B." OF SEATTLE, new 38' steel seiner built by Marine Construction and Design Co. for Louis Bussanich.



Inboard profile and hold plan of "Carmen B." shows compact, convenient arrangement with all facilities.

Deckhouse of "Carmen B." showing White depth sounder, and steering gear with chain drive to steering station on flying bridge.

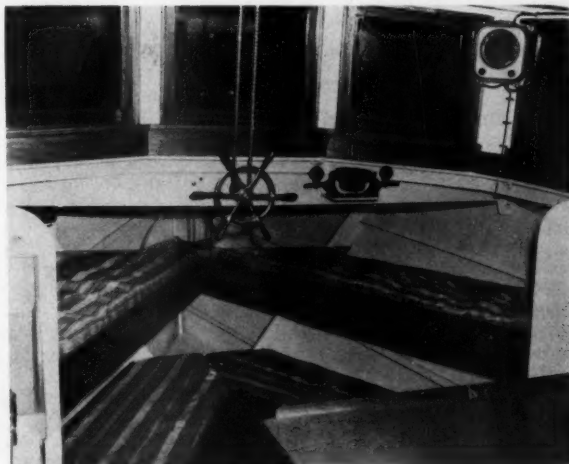
the hull plating being 10 gauge. The boat has longitudinal framing over transverse web frames. The deckhouse is of super Harbord marine plywood and the deckhouse top is covered with Fiberglas.

Access to the area below deck is provided by an 8'9" x 6'3" hatch outside the pilot house, and by a 24" x 30" hinged hatch in the pilot house. The seiner is equipped with a steering station and engine controls on the flying bridge and in the pilot house.

The new boat has an 18" hydraulically-powered Puretic power block. This device, now widely used for hauling in a seine, eliminates the need for a turntable or use of a strapping method to bring in the net.

Hold capacity is 720 cu. ft. This boat would pack about 6,000 six-pound fish. Crew accommodations are provided for four men, which is normal for a vessel of this size seining with a power block. The galley-fo'c's'le area is quite free of engine noise and vibration.

The *Carmen B* is powered by a JT 600 Cummins engine, driving a 22" x 20" High F Olympic propeller through a 2" stainless steel shaft. Other equipment includes Marco hydraulic purse winch, Olympic galley range, Wilfrid White automatic pilot and 125-fathom White depth sounder. Fuel capacity is 400 gallons; water capacity 100 gallons.





## Mayflower Replica Completes Voyage to United States

When the present-day Massachusetts Bay Colonists gathered at Plymouth Rock to watch the *Mayflower II* sail into Plymouth Harbor last month, they saw her in exactly the same colors that adorned her illustrious predecessor 337 years ago. The 90-foot vessel, a goodwill gift of Englishmen to America, was built in England, from designs of U. S. Naval Architect William Baker of Hingham, Mass. She left Plymouth, England, in April under command of Capt. Allan Villiers, in a re-enactment of the *Mayflower's* history-changing voyage.

All details in the design, construction and finish of the *Mayflower II* are in strict accordance with her predecessor. Old documents, correspondence, and shipping histories were carefully researched by International Paints, Ltd., and the colors of the original *Mayflower* were faithfully reproduced in modern Interlux marine paints.

The buff hull of the *Mayflower II* is relieved by dark blue bands running fore and aft. The poop is defined by bands of red, green and yellow broken up by a checker-board pattern of white. Stripes enliven her bowsprit and masts.

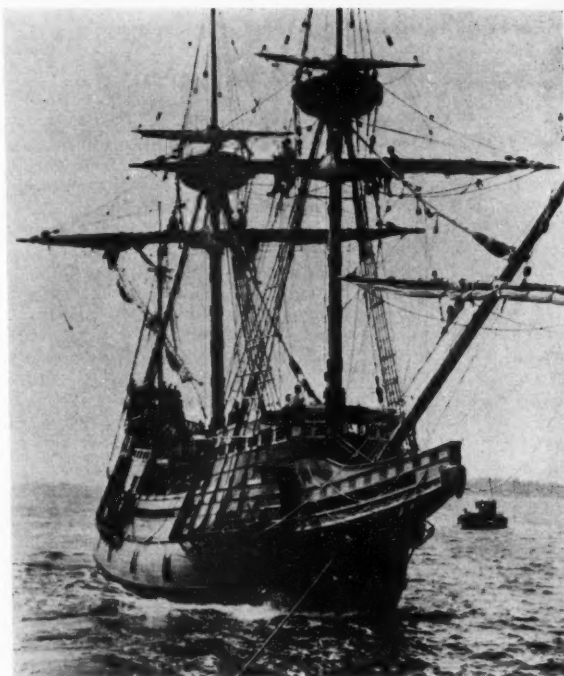
### Equipped for Safety

While many formalities of the maritime code were waived for the voyage of *Mayflower II* across the Atlantic, two essential present-day international regulations governing traffic on the high seas had to be observed. One of these was the requirement that all vessels on ocean voyages must be fitted out with radio and carry an emergency fire fighting pump.

Situated right aft below decks in *Mayflower II*, close to the transom and midships over the wooden keel, is a single cylinder Lister Type FRM1A Diesel with an output of 9 hp. at 1800 rpm. Driven from the flywheel end of this compact unit is a 2 kw., 24/32 volt shunt-wound battery charging generator insuring a constant source of electricity for radio duty.

A self-priming pump is clutch operated off the forward end of the engine. While this pump was primarily concerned with fire-fighting duties should the need arise, it was constantly used for general services on board during the voyage from Plymouth to the United States.

Safety of life at sea further calls for one ship's lifeboat to be fitted with an approved engine. The *Mayflower's* "long-boat", with an overall length of almost 17 ft., a beam of 6½ ft. and a draft aft of 1½', was powered with a twin-cylinder Lister Type LDM2GR, 7 hp. air-cooled



"Mayflower II" on her entrance to New York harbor under tow by the Dalzell Towing Company's tug "Dalzellance". A 4½" K-ting nylon hawser was used to bring the "Mayflower" from Plymouth, Mass. to New York for her official reception.

marine propulsion Diesel fitted with reverse-reduction gear.

### Official Reception at New York

In her windswept journey from Plymouth, Mass. to New York City for her official reception, the *Mayflower II* was towed by a 600 ft. K-ting nylon hawser. This line was aboard the Dalzell Towing Company's tug, *Dalzellance*. The *Mayflower II* rides high, and a strong wind and heavy seas were faced for most of the journey from Plymouth to New York.

The nylon line, 4½" in circumference, was specially made by the Cating Rope Works of Maspeth, N. Y. Its equivalent in manila would have had a 7" circumference, would have weighed about 700 lbs. or twice the weight of nylon, and would not have provided the shock absorbing elasticity of nylon.

## Seek Data on Industry Impact Of Army Engineer Projects

The Gulf States Marine Fisheries Commission recently passed a resolution registering its position as being opposed to engineering projects, such as canalling and land reclamation, which would alter the natural state of a salt water area in any of the Gulf States, until such time as a proposed project has been completely investigated from a biological standpoint, as well as from an engineering standpoint. The Commission requested that the Governors and Legislatures of the States of Alabama, Florida, Louisiana, Mississippi and Texas be asked to give consideration to the establishment of such laws as would provide both sufficient time and funds for complete investigation by the State Marine Fishery Agencies, through biological and associated studies, of salt water areas under consideration for engineering work.

The bay shore and estuarine areas of the Gulf of Mexico, which are known within the Gulf States as inside waters,

are the nursery and rearing grounds for many species of salt water fishes and crustacea, among which are the anchovies, menhaden, croakers, redfish, speckled trout, shrimp, crabs and dozens of other species, all of which have a direct or indirect value to the commercial fishing industry. These bay waters are also the home of certain valuable endemic species which do not move from the nursery and rearing grounds out into the Gulf, such as the oyster.

The Gulf States Marine Fisheries Commission pointed out that destruction of these bay shore and estuarine areas through engineering work which would change them into fresh water lakes, would completely destroy or gravely damage large segments of salt water commercial fishing. As a specific example, Vermillion Bay, one of the richer shrimp, oyster and finfish producing areas of the Louisiana coast, is being considered for transition into a fresh water lake. The engineering work would destroy this vast area comprising several thousand square miles and affecting almost a fifth of the coastal area of the State.



## Dumping Deck Used to Chute Trash Overboard On Scallop "Dartmouth"

*Deck of New Bedford vessel can be raised  
hydraulically, saving much shoveling time*

**A** NEWLY-invented, time-saving device for dumping trash back into the sea has been installed aboard the 93' scalloper *Dartmouth* of New Bedford, Mass. The equipment, which is known as the Chicago Automatic Deck, already has proved its value aboard the *Dartmouth*, which has made 7 full trips in 78 days, with hauls totaling 77,000 lbs. of scallops. Included in this period were 3 days lost when the scalloper became disabled and had to be towed in by the Coast Guard. The crew shared \$1,763 per man for the seven trips.

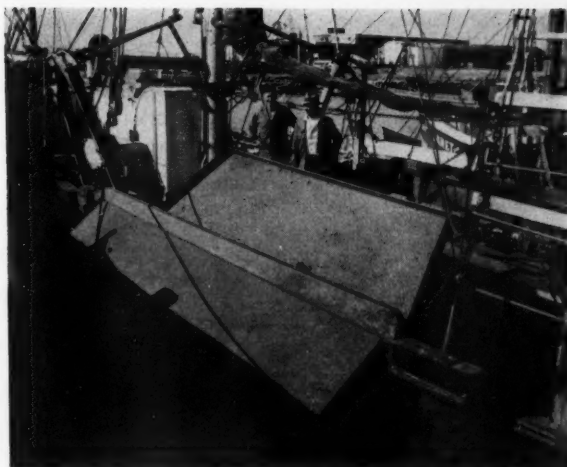
Capt. Axel Nerland, a scalloper skipper for the past 20 years, says that Yankee ingenuity is working well for the *Dartmouth*. He claims the Chicago Deck shortens the time at sea and makes more full trips possible. The device saves the work of shoveling overboard the debris brought up in the drags, and gives crew members more time for shucking and packing.

Capt. Nerland says weather conditions do not affect operations of the Chicago Deck. It is most efficient when fishing on heavy trash bottoms. He also revealed that food and fuel bills on the *Dartmouth* have been going down as a result of quicker trips.

Arrangements in the pilot house are handy. Separate valves operate the port side and starboard side of the deck. When the deck raises, 16 feet of the boat's side rails open at the same time and the upraised deck dumps its trash through the open rails. The raised false deck takes the place of the rail to prevent a big sea from piling aboard.

In the hold at center of both starboard and port sides of the Chicago Deck is an Anchor-Holth 6" hydraulic cylinder with a 30" stroke. The cylinders are both hung on pinions so that the thrust is direct at all times. The two cylinders are connected by flexible hose to brass pipe running to the pressure tank in the engine room.

Power from the vessel's 180 hp. Cooper-Bessemer Diesel is supplied by pulley take-off from the main shaft, and there is a Kinney clutch, which is controlled from the pilot house. At the time the clutch engages the pump, a switch is thrown which lights 4 red lights, 2 forward and 2 aft of the Chicago Deck, in order to warn anyone against walking on that section when the deck is raised. It takes 14 seconds to raise the false deck and open the side.



False deck on New Bedford scalloper "Dartmouth" in upraised position, with side rail open, to permit dumping of trash overboard. Shown observing operation of the dumper deck are Stanley Cziska, left, shore engineer for the "Dartmouth", who built the first model of the deck, and Capt. Axel Nerland, skipper.

The false deck is supported by 3/8 x 3 x 3 angle iron running athwartship of the vessel's deck. This space allows some accumulation of trash to get under the false deck where it can be easily washed out with the deck hose.

The surface of the false deck is made of 3/8" steel with a top layer of 1/4" boiler plate so that the working surface is rough. Capt. Nerland says the boiler plate surface with the sand remaining on it is better for the crew to work on than the usual sheathed deck.

The shaft from the hydraulic cylinder comes up through the deck and attaches with a pivot to the bottom of the false deck. An oval hole is cut through the main deck between two deck timbers to accommodate the movement of the hydraulic shaft. Water is prevented from going into the hold by a neoprene boot fastened to the deck with a metal collar and then strapped to the upper end of the hydraulic shaft. As the false deck lowers, the hydraulic shaft carries the boot back with it into the hold.

The Chicago Deck was designed by Slade Gorton and built by Engineer Stanley Cziska. They first planned and made a model, but some parts proved impractical when put aboard the boat. Changes were made, and from the first voyage the Chicago Deck worked efficiently.



93' scalloper "Dartmouth" of New Bedford, Mass. Left, her false deck in position to dump trash into sea. Under the deck is the neoprene boot which covers the hydraulic shaft used to lift the deck, and prevents water from going into the hold.

# Entirely New 58-Foot Shrimper Design Produced by Morehead Shipbuilding

**"William B." and "Tumbleweed" first  
in new series with heavier keels**

With new production methods established, the Morehead City (N.C.) Shipbuilding Corp. has begun producing a new series of 58' Hatteras Trawlers. The new boat, which replaces the North Carolina company's former 55' series, represents a complete job of redesigning from the keel up. The 58' Hatteras Trawler has a beam of 17' and draws 5'9".

First of the new series to be delivered was the *William B.*, built for the Lewis Crab Factory of Brunswick, Georgia, which is operated by Euclid and Willoughby Lewis. The *William B.* is the Lewis brothers' second Hatteras Trawler, their first having been the 55' *Capt. David*.

A number of improvements were worked into the design and construction of the 58' Hatteras Trawler. All lumber in the craft is long-leaf heart pine and oak, for added strength and durability. A larger, stronger keel, measuring 8" x 12" x 43'10", also is among the changes. The keel of the 58-footer, as in other standard Hatteras Trawlers, is of heart pine.

The stem is 8" x 10" white oak, and the stem knee is cut from 8" x 16" white oak. The knee is bolted to the stem and keel with 3/4" galvanized carriage bolts. A margin board, or cover board, is used, with all deck planks nibbed in. The deck, as well as all underwater seams, is caulked.

Cap rails and guard rails are made of oak, measuring 4" x 6". The boat is ceiled with 2" x 6" pine, running with the sheer from the main deck to the bilge line. Frames are 2-1/2" x 4" full size white oak, spaced on 12" centers, and are steam-bent by a specially controlled process developed by the Morehead City Shipbuilding Corp.

The main engine of the *William B.* is a General Motors 6-71 Diesel with 3.75:1 Twin Disc reduction gear and 40" x 32" four-blade Federal wheel. The auxiliary generator is a 750-watt Onan gasoline-operated model. There are four 8-volt Surrette batteries.

The *William B.* has two 800-gallon fuel tanks and a 300-gallon fresh-water tank. Availability of cooled fresh water is made possible by installing the fresh-water tank aft of the ice hold, under the deck.

Other equipment includes Stroudsburg Model 515-1/2T hoist, Wickwire wire rope, 32-volt One-Mile-Ray searchlight, 65-pound Danforth anchor with 600 feet of 1" Wall manila anchor line and three C-O-Two fire extinguishers.

The captain's quarters aft of the pilot house contain two built-in bunks with two drawers under the lower one, a chart table, and a clothes locker. In the galley is a Real Host gas range with oven.



The "Tumbleweed", 58' Hatteras Trawler built for Fred M. Vidos of Brownsville, Texas.

Euclid Lewis of Brunswick, Ga., co-owner of 58' Hatteras Trawler "William B."



## Large Fuel Capacity on "Tumbleweed"

Extended cruising capacity is what Fred M. Vidos of Brownsville, Texas, wanted when he ordered one of the new 58' Hatteras Trawlers from the Morehead City Shipbuilding Corp. His new shrimper *Tumbleweed* has a fuel capacity totaling 3200 gallons for the wide reaches of the Gulf of Mexico.

The owner was on hand at Morehead City for the *Tumbleweed's* trial run into the Atlantic Ocean, and the test brought from him this comment: "A mighty fine boat". A few days later, while en route to Port Isabel, Texas, in the new craft, he bolstered his appraisal with this telegraphed report: "Performance of *Tumbleweed* is flawless".

The *Tumbleweed's* main engine is a General Motors 6-71 Diesel turning a 40" x 32" four-blade Federal propeller through a 3.75:1 Twin Disc reduction gear. The boat has a 750-watt Onan gasoline auxiliary generator and four Surrette batteries. Also in the engine room is a 1-1/2" Marine Products gasoline bilge pump.

On deck is a Stroudsburg Model 515-1/2T hoist with two 900-foot spools of 7/16" Wickwire wire rope for towing and one 300-foot spool of 3/8" Wickwire wire rope for the try net. Other equipment includes a Real Host gas range with oven, three C-O-Two fire extinguishers, a 65-pound Danforth anchor with 600 feet of 1" Wall manila anchor line, a 32-volt electric horn, and 32-volt One-Mile-Ray searchlight.

There are two built-in berths in the captain's quarters aft of the pilot house, and a steel berth is installed in the forepeak. Cold drinking water is obtained from a 300-gallon fresh-water tank aft of the ice hold under the main deck.

Three more trawlers in the 58-foot series already have been launched by the Morehead yard. They are the *Cape Horn*, owned by Capt. Thomas P. Duke, Jr. of McClellansville, S. C.; *Miss Bayboro*, for N. W. Gaskill & Sons, Bayboro, N. C.; and the *Bellatrix* for Leland & Stroman of McClellansville, S. C. Ready for launching early this month was the *Night Bird*, built for Capt. Larrie Hewett of Shallotte, N. C.

All of the 58-foot shrimpers are equipped with a Model C-453 Ritchie Globe Master compass, which features anti-vibration mounting and built-in lighting.

## Massachusetts Has Prospects For Commercial Tuna Fishery

Of great importance to New England coastal fishermen is the recent landing of albacore, the high-grade white-meat tuna, only 250 miles south of Nantucket. Also caught by the Boston fishery research vessel *Delaware*, 60 miles off Nantucket, was a giant bluefin tuna that supposedly winters in tropical waters.

James L. Squire, Jr., chief of North Atlantic Fisheries Explorations for the U. S. Fish and Wildlife Service, said he believes that the albacore catch so early in the season may indicate that the "prize fish" range much farther north than had hitherto been suspected. He added: "Our catches indicate a commercial vessel might expect to take five tons of tuna daily, and that's good production."

Mr. Squire said that he believes a major part of the New England tuna population may migrate out to deeper water each Fall, rather than spending the Winters in tropical waters as has been suspected by commercial fishermen.

In the recent investigation, the *Delaware* went far offshore, 40 miles farther at sea than fishermen regularly work. Technique used differed widely from that customarily used. Fishing was accomplished by means of baited hooks 15 to 20 fathoms deep.

### NEW BEDFORD Gets First Swordfish

Fifty-nine swordfish were sold through the New Bedford auction room June 24, bringing from 60 to 60.05 cents per pound. It was the first catch of the year sold through the auction room.

The total haul by boat was as follows: *Flavia*, 4 swordfish; *Jennie M.*, 11; *Rodman Swift*, 6; *Rose Jarvis*, 19; and *Samson Joy*, 19. On July 1, the *Mary D'Eon* sold 38 fish at the auction, receiving 40 cents per pound for the large fish and 20 cents per pound for the small fish.

### "Whaling City" Chartered for Scallop Studies

The scallop boat *Whaling City* has been chartered by the Fish & Wildlife Service to carry out special scallop investigations on Georges Bank. The project involves sampling the sea scallop population, conducting tagging experiments and investigating efficiency of standard and experimental dredgers.

### Plan to Establish Fish Co-operative

New Bedford fishing vessel owners met June 14 to draft final plans for a fish co-operative. Formation of the co-operative is aimed toward stabilizing the price level of fish and scallops, and the group proposes to engage in catching, handling and marketing. Steps to acquire a waterfront fish landing site were discussed, and a set of by-laws was drawn up.

### Scallop Catch Shows Increase

The scallop catch for May 1957 was 300,000 lbs. above the catch for May of 1956, according to figures compiled by the New Bedford office of the U. S. Fish and Wildlife Service.

### Scallopers Change Over

Two New Bedford scallopers recently converted to other types of fishing. The *Laura A.* is now seining for menhaden out of Gloucester, and the *Monte Carlo* has converted to trash fishing out of New Bedford.

### Ban Fish Processing on Sundays

New Bedford fillet houses may no longer cut and process fish on Sundays, as a result of a ruling by City Solicitor Joseph C. Duggan. The ruling affects at least 10 fillet houses which operate on a year-round basis and several others that work on a seasonal basis.

The City Solicitor's office maintains that the business of icing and dressing fish is permitted on Sunday, but



E. Robert Kinney, left, newly-elected Executive Vice President and General Manager of Gorton's of Gloucester, Inc., shows a new packaging line in Gorton's Seafoods Center to Paul M. Jacobs, who is Vice President, Sales Promotion.

that the word "dressing" does not include filleting of fish under the category of processing fish.

### GLOUCESTER Ocean Perch Fleet Sails Again

Gloucester's ocean perch vessels, which were tied up for three weeks, began to leave port for the fishing grounds on June 8. New prices promised by the dealers are as follows: 4¢ for large, 3½¢ for medium and 3¢ for small.

Among the first vessels to leave were the *Doris F. Amero*, *Holy Family*, *Sea Hawk*, *Maristella*, *Florence* and *Lee*, *Curlew* and *Joseph Matos*.

### Ninety Boats Blessed in St. Peter's Fiesta

At the climax of the 26th St. Peter's Fiesta on June 30, fishermen and their families clambered aboard some 50 fishing boats, and the fleet sailed into Gloucester harbor and hove to. Auxiliary Bishop Jeremiah Minihan of Boston, aboard the *St. Ann*, Capt. Leo Favalora, cruised around and blessed each boat. Many vessels which did not leave their berths in the inner harbor were blessed by the Bishop, which made the total blessed about 90.

Capt. Leo Linquata was chairman of the Fiesta committee.

### Good Month for Fish Landings

Gloucester had a good month for fish landings during June, with more than 21,000,000 lbs. having been unloaded in addition to 58 swordfish and 25,000 lbs. scallops. Eight different days saw landings of over 1,000,000 lbs., with the largest day having been the 24th, when a fleet of 33 vessels brought in 3,110,500 lbs. fish and 3,000 lbs. scallops.

### Use Plane to Spot Pogies

The Gloucester boat *Ida* and *Joseph*, Capt. Joseph Calomo, last month was using an airplane to find schools of pogies. The plane came from Point Judith, R. I., and flew over the fishing boat and communicated with the seine boat by walkie-talkie. Three sets were taken, with 20,000 fish being caught in one set.

### Salt Water Ice Plant to Begin Operations

The first salt water ice plant in the United States will soon be in operation in Gloucester. The new Ribbon Ice



Co., Lee Harrington, president, has built a plant near United Fisheries.

Harrington, who has spent \$150,000 on the project, says that salt water ice is a natural preservative, is colder than regular ice and produces more ice to the ton, since it is crushed. The operation is strictly for fishing boats.

### Fisheries Bureau Head Visits Gloucester

Donald McKernan, director of the Bureau of Commercial Fisheries, was in Gloucester last month to see at first hand what the problems of the fishermen and the fishing industry as a whole are. His assistant, Andrew W. Anderson, and Paul Paradis and Joseph F. Puncchar of the Fish & Wildlife Service were with him.

The group met with the New England Committee for Aid to the Groundfish Industry. The committee includes James S. Carlson, chairman; Hy Trilling, Irving Usen, Thomas Fulham and James Fitzgerald, all of Boston; three from Portland, Me., Benjamin Thompson, Capt. Harold Paulsen and Capt. Arne Peterson; five from Gloucester, Lawrence C. McEwen, Manuel F. Lewis, Solomon Sandler, John DeTorchio and Eben C. Carroll, Jr.; Victor J. Turpin of New Bedford, delegate at large for Atlantic Fishermen's Union; and John F. Donegan of the Boston Seafood Workers Union.

### Portuguese-American Celebration

"Bless these ships and all who sail thereon," intoned Archbishop Richard J. Cushing of Boston, as he spoke to the crews of flag-decorated draggers tied alongside the Gloucester State Fish Pier for the annual Blessing of the Portuguese-American fishing fleet June 23.

Mayor Beatrice K. Corliss presented Raymond E. Goulart with the City of Gloucester Mariner's Medal for saving the life of Gerald W. Smith, after he fell off the *Sylvester F. Whalen* at sea on April 1.

Capt. Albino M. Pereira, Jr. was general chairman of the blessing ceremonies.

### Two Boats Get New Engines

The 40' scallop dragger owned by Capt. Chester Higgins of Orleans, and the 28' lobsterman owned by Capt. Robert Catalini of Gloucester, have been repowered with Allis-Chalmers Diesels. Each boat has a new Model 273, 85 hp., 2800 rpm. engine with 2:1 Capitol reduction gear.

The engines were sold by Allied Diesel Sales & Service, Inc., 12 Atlantic Ave., Boston, Allis-Chalmers dealer for Massachusetts and New Hampshire. Officials of the firm, which supplies parts and service, are Omer Goodwin, president; John Pasciucco, treasurer; and C. A. Hartnett, sales manager.

### Radar and Telephones Installed

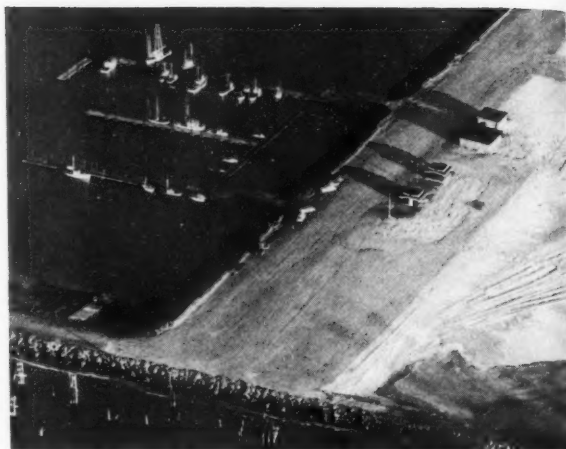
The dragger *Jeanne D'Arc* has been equipped with RCA Radiomarine CR-103 radar and Apelco Model AE190, 90-watt output telephone. Formerly a scalloper out of Rockland, Me., the boat was purchased recently by James Maniscalco of Boston, and is skippered by Capt. Dick Tremblin.

The same model RCA radar and a Model AE76, 65-watt output Apelco phone has been placed aboard the *St. Angelo*, owned by Capt. Michael A. Giacalone of Boston. Both installations were made by Louis Posner Marine Radio.

### PROVINCETOWN Holds Tenth Annual Blessing

An estimated 15,000 to 20,000 persons, believed to be a record crowd, witnessed the tenth annual Blessing of the Fishing Fleet June 30 at Provincetown. The Most Rev. James L. Connolly, D. D., bishop of the Fall River Diocese, spoke briefly to the thousands gathered on the Provincetown Wharf.

He then proceeded to bless the gathering and the crowd on the boats, as well as the individual boats. The *Jimmy Boy*, Capt. Joseph Roderick, tied up just below the speaker's stand, was the first boat to be blessed. Arthur B. Silva was committee chairman.



Aerial view of new Charleston (Oregon) Small Boat Basin, taken from almost directly over the Coos Bay bar, looking southeast.

### New Charleston Small Boat Basin Will Benefit Oregon Fishermen

The new Charleston Small Boat Basin was opened formally June 1, when Col. Jackson Graham, district engineer of the U. S. Army Corps of Engineers, spoke at dedication ceremonies at the basin. The \$600,000 basin is the result of more than 10 years planning by the Port of Coos Bay Commissioners.

The jetty, on the north edge of the basin and between it and the Coos Bay bar, runs 2,000 feet east from the Marine Biology Institute. It is of rock construction, varying from 18 to 24 feet at the base.

Dredgings from the basin area were dumped behind the jetty, making an eight-acre area for construction of buildings, roadways, and parking facilities. Most of this area has been paved with rock, providing a 1,200 by 200 foot strip facing the piers and an 800 by 100 foot approach.

At present, there is a pool behind the filled strip, and future plans include the possibility of cutting through the jetty to make a harbor for smaller boats. The Port Commission has built a basin office on the paved area.

The Fisherman's Cooperative Association, Seattle, has been meeting with the Port Commissioners for several months in an effort to reach an agreement whereby the Association would construct a fish processing station on the jetty for commercial catches. Their plans include mild-curing and filleting, and the plant would involve an investment of \$100,000 to \$150,000.

The three piers and a lateral between two of them accommodate 150 boats. One float is designed primarily for commercial use, and has a small spur-float for use by the Coast Guard.

### Mississippi Fishermen Join Union

Joseph Curran, president of the National Maritime Union of America, was in Biloxi and Mobile last month to present a charter to Gulf Coast shrimp and oyster fishermen. The fishermen number about 30,000 men, and all were expected to join the NMU.

The new group will be known as the Fishermen and Allied Workers Union. Members of the NMU and representatives of the fishermen have been negotiating since last March, and in April the national group voted to accept the fishermen.

A special meeting was scheduled last month at Biloxi when Curran was to present the official charter to Oswald Chatham, Sr., named president of the fishermen's union. Edward Hanson was named secretary-treasurer.



## Washington Governor Names Fisheries Advisory Committee

Gov. Albert D. Rosellini has named a seven-man State Fisheries Advisory Committee to aid him in the selection of a permanent director of the Fisheries Department and to serve in an advisory capacity to the Department. Milo Bell now is acting director of the Department.

Named to the Committee were Stephen J. Morrissey, Seattle, representing sportsmen; Carl A. Nelson, Mount Vernon and Andrew Niemi, Aberdeen, representing gill-netters; Nick Mladinich, Tacoma, purse seiners; Tom Leal, Neah Bay, trollers; Charles Alhadeff, Seattle, processors; and Bjarne Nilsen, Westport, representing resort and charter boat operators.

An eighth member, to represent the oyster industry, may be named later.

### Salmon Fishing Dates Announced

Salmon fishing in the San Juan Island, Point Roberts and Skagit Bay areas began on June 17. The opening week allowed five days of fishing. Thereafter fishing was to be restricted to three days a week until August 19.

During the pink and silver salmon seasons, which will run until October 18, the fishing week will be five days in waters outside the Initiative 77 line.

Salmon fishing in the Strait of Juan de Fuca between Angeles Point, near Port Angeles, and Tatoosh Island will not open until July 22. For the first time in history, all net fishing for salmon west of Tatoosh Island will be banned.

The season will end November 1 after a two-week chum-salmon season.

The Columbia River salmon catch for the first period of the Spring season was far below last year, according to McGovern and McGovern, canned salmon brokers. It was reported that the fish ran early and that a large body of them already had escaped to spawning beds before the season opened. Also, the fact that no fishing is now permitted above Bonneville Dam has cut down the catch by about 25%.

### Fishermen to Receive Pensions

Members of the Alaska Fishermen's Union have accepted a new contract with the Alaska Salmon Industry, providing what a union official said was the first pension plan for fishermen in the United States.

Payments of \$25 a month to eligible fishermen will begin in March, 1959. The pension plan will be increased to \$50 monthly Jan. 1, 1962.

Men of 65, with 20 years service in the industry, will be eligible for pensions at the start of the plan. After 1962, fishermen can retire at 60 by taking a reduced pension.

### Proposed Gill-Netting Ban Postponed

A proposed regulation banning gill-net fishing in the Grays Harbor-Willapa Harbor areas during daylight hours has been protested by officials of the Grays Harbor Gill-Netters Association. As a result, Governor Rosellini agreed to postpone action until the new Fisheries Advisory Committee has a chance to study the problem.

Walfred Hendrickson, secretary-treasurer of the Gill-Netters Association, told Governor Rosellini the proposed regulation would reduce the gill-net salmon catch in the two harbors by 70 percent. He asked that the proposal be held in abeyance for three to four years pending studies of the effect of laws passed by the last Legislature to conserve the salmon runs.

### Says Area Licensing Won't Help Conservation

Joe L. Suryan, Sr. of Anacortes, who is looked upon as the "father" of the Pafco fishing fleet, recently expressed the opinion that the area license law will mean the end for independent fishermen who work in Alaska waters. He said he believes the area license will not help



Part of the Graymarine-powered additions to the 1957 Alaskan fishing fleet. These boats were fitted out at Seattle for the salmon season in the Bristol Bay area north of the Aleutian Islands. The craft were built by the Commercial Marine Construction Co., and use standard Graymarine 244 cu. in. and 330 cu. in. gasoline engines, and the 427 cu. in. Graymarine Diesel.

conservation and that many independents have sold out to companies such as Pacific American Fisheries since the act went into effect.

The law states that fishermen have to apply for their licenses 30 days before the season begins, and must specify what area they will fish. This means that fishermen now will have to "fish out" an area if they expect to make anything, where before they could move on to another area when fishing became slack.

### Pink Salmon Treaty Approved

The Senate approved on June 6 by a vote of 85-0, a protocol between the United States and Canada for a program to conserve pink salmon in the Fraser River system. Canada already has ratified the treaty.

### Seek Commercial Use for Sea Lion

Studies of a possible commercial use for the Alaska sea lion are being conducted at the Fish and Wildlife Service technological laboratory at Ketchikan, Alaska, and have shown that the sea lion may be processed into meal without alteration of the reduction equipment. This large marine animal, which is classed as a predator by most commercial fishermen, has potential usage as fur farm animal feed, as a source of protein for pet foods, and as a raw material for reduction to meal and oil.

### Allen Named to Salmon Commission

President Eisenhower last month appointed Edward W. Allen, Seattle attorney, an acting member of the International Pacific Salmon Fisheries Commission. The appointment is temporary, pending the filling of two vacancies on the Commission.

### Seattle Landings for June

Landings of 1,475,000 lbs. were made in 28 trips by the Seattle otter trawl fleet during June. This was about 125,000 lbs. more than the catch in the previous month, but was nearly 200,000 lbs. less than the June 1956 landings. True cod, with 267,900 lbs., which was a drop of nearly 150,000 lbs. from June 1956, and ling cod, with 271,700 lbs., showing a decline of nearly 50,000 lbs., were the top varieties during June of this year.

In the halibut fleet fishery, 3,629,100 lbs. were landed during June, which was a drop of almost 2 million lbs. from May, and nearly 400,000 lbs. less than in June 1956. The catch for June of this year included 3,575,900 lbs. of halibut, and small amounts of rockfish, sablefish, ling cod and mixed cod.

## Oregon Fishermen Hope for Good Albacore Season

Tuna sightings off the California coast stirred hopes in Astoria in late June that the area was in for a repeat performance of last year, which saw the elusive albacore show up in quantities off the Oregon coast. A fleet of some 2000 boats was in the area heading for the tuna waters, and some Astoria fishermen were set to join the group.

Reports radioed in and received by the fishermen in Astoria say boats have been taking from 60 to 100 fish a day. Skippers of local fishboats say that warm water, conducive to a tuna run, lies well off the continental shelf, and this they hope will bring the albacore north to Oregon waters.

### Reach Salmon Price Agreement

More than 1,000 idle fishermen were back on their boats on June 17 as the result of a decision reached the day before at a special meeting in Winchester Bay. At the meeting, attended by more than 300 fishermen from Brookings to Florence, it was decided to call off a four-day stoppage that tied up all local fishing boats and even spread to California and Washington waters.

The stoppage began when the price of salmon was dropped for the third time in a week. Under the new arrangement, the fishermen will ask the buyers to pay them five cents per pound less for their fish than is being paid to the fishermen at Seattle. The five cents difference in prices is the charge for freight to send the fish to Seattle.

### Winchester Bay Fleet Blessing

The fishing season at Winchester Bay was formally opened last month with the blessing of the fleet and other activities. A fisherman's breakfast was one of the features of the celebration. The return of the fishing fleet in the afternoon with the queen and her princesses leading the parade back into the harbor was marked by a thanksgiving service which was led by the Rev. Charles Nielsen of Reedsport.

### Astoria Salmon Landings Off

Deliveries of gill-net-caught salmon in the Astoria district totaled 1,280,700 lbs. for May this year, compared to 1,899,500 lbs. for May 1956. The decrease this year was believed caused by the fact that the May run of fish had passed upstream when the season opened May 1 on the Columbia River.

Troll salmon deliveries also were far below those of 1956. The May figure this year showed troll deliveries of 26,900 lbs., compared to 70,000 lbs. in May 1956.

Otter trawl deliveries of bottom fish were up, totaling 2,219,800 lbs., compared to 1,755,700 for May 1956. Halibut deliveries in May this year totaled 505,200 lbs., compared to 75,200 lbs. in May, 1956.

Crab deliveries were up this year, with 839,000 lbs. reported, compared to 760,000 lbs. in May, 1956.

### Good Spring Chinook Run in Columbia

The Oregon Fish Commission said recently that additional reports from fish dealers along the Columbia River boosted total Oregon spring chinook salmon landings during May to approximately 1,130,000 pounds. H. S. Smith, Fish Commission Auditor, reported that inclusion of Columbia River chinook landings received by Washington dealers during the same period places the combined Oregon-Washington catch at around 1,700,000 pounds, the sixth highest Spring catch in 20 years.

The spawning escapement of better than 100,000 spring chinook fish above McNary Dam this year was 2½ times greater than the highest previous McNary count. Most of the major spring chinook producing areas of the Columbia River system are located above McNary in tributaries of the Columbia and Snake Rivers.

Columbia River commercial fishing regulations, set jointly by the Fish Commission and the Washington Department of Fisheries, apparently accomplished the intended purpose according to fisheries biologists. Commercial gill-netting above Bonneville Dam was prohibited by the State regulatory bodies this year in hopes of increasing upriver spring chinook escapements.

### Gill-Net Fleet Smaller

Astoria's gill-net fleet was in the water early as the June season opened, but not in as full force as they were for the Spring season, when 2,000 individual craft headed out for the Oneonta area. Whittled down by losses of boats which have headed into Alaskan and California waters, the fleet left port for fishing spots on the Columbia River from Astoria up beyond Vancouver and as far up as Bonneville Dam.

Early reports from Bonneville indicate that heavy runs of fish have been going over the dam, and many fishermen feel that the fish have once more slipped past their nets and are headed into the upper stream spawning grounds. First deliveries to packers in Astoria upheld the view that fishing was still scanty.

Meanwhile, the early June catches of silvers were light in the Astoria area, with more being taken further to the south. Troll salmon also is negligible.

Dragners from Astoria are also out. Boats which have reported in with good loads were the *Washington*, with 39,000 lbs., and the *Nestucca* and *Rosanne*, with a combined total of 25,000 lbs.

### Install New Fish Skinning Machine

A fish skinning machine, an innovation in the local fish processing business, has been installed at the San Juan Packing Co. at Warrenton, Oregon. The machine, which is being used to process fillets of ocean-caught fish for packing and freezing, is capable of skinning an estimated 1500 pounds of fish an hour in an automatic process that conveys the fillets by belt to metal discs which skin them with a band blade.

The machine can process all types of bottom fish and deep-sea fish, including halibut. Spokesmen for the firm said they hoped increased production through use of the new machine would aid them in competition with foreign imports of filleted fish.



41'6" troller "Jill" owned by W. W. Strohm of Oregon City, Ore. She fishes for salmon and albacore, and is equipped with 6-71 General Motors Diesel, 38 x 24 Michigan propeller, 2¼" Tobin Bronze shaft, 3:1 Twin Disc reduction gear, Columbia rope, Apelco radiotelephone, Danforth anchor, White compass, Wickwire wire rope, Kolstrand gurdies and Hackensack wire trolling lines. She is finished with Pettit paint, and uses Union lubricating oil.

## California Co-op Protests Frozen Albacore Imports

M. D. Stewart, manager of the Five Star Fish & Cold Storage Co. of San Diego, a cooperative representing 170 albacore boats, filed a complaint in Washington, D. C. on June 25 with the U. S. Tariff Commission, protesting the importation of frozen albacore from Japan. Stewart said 6,000 tons of Japanese albacore have been shipped to California this year, with the canneries paying \$325 a ton for the fish.

Eight hundred fishing boats from as far north as Kodiak, Alaska, are now operating out of San Diego for albacore. It is believed the total number of boats will exceed 1,000 this month.

The largest catch of the season thus far—five tons—was brought in late last month by John Simpson, skipper of the *Verna M.* Next largest catch was three tons on the *Adventura*. The fish were caught between the Coronado and San Martin Islands off the Baja California coast.

The appearance of the albacore confirmed a theory which Clemens had propounded, based on water temperatures and past records of albacore migrations. This year, instead of sailing on a random course hunting albacore, the *Scotfield* sailed directly to a spot where Clemens' charts indicated the albacore would be, and almost immediately the scientists caught their first albacore.

San Pedro anchovy and mackerel catches through the middle of June stayed well ahead of the amount caught in the same period in 1956. Total 1957 catch through June 15 was 37,400 tons, as compared with 28,960 tons in 1956.

### Mackerel and Anchovy Catches Increase

San Pedro commercial fishermen were expected to begin sighting their first schools of albacore tuna late last month. Harold Clemens, marine biologist at the California Dept. of Fish & Game, said the research boat *N. B. Scotfield* reported picking up forerunners of the annual migrating schools of albacore off Guadalupe Island, south of San Diego, on June 13.

Anchovies in 1957 totaled 12,050; jack mackerel, 20,500; and Pacific mackerel, 4,810.

### Tuna Price Contracts Cancelled

Two major Terminal Island fish canneries, Van Camp and Star-Kist Foods, exercised a cancellation option in their contracts with the San Pedro tuna fleet on June 14. The two firms notified the Fishermen's Cooperative Assoc. they have withdrawn their firm commitments to purchase tuna at prices ranging from \$270 a ton for yellowfin to \$230 for skipjack.

At San Pedro, approximately 50 of the 140 boats belonging to the Cooperative were at sea, and their catches will be accepted at the old firm price rate. But the remainder stayed tied up at the docks on the 14th, as owners and crews declined to take the risk of bringing in catches that might spoil while waiting for the canneries to accept delivery.

### Southern Sardine Season to Open Earlier

A bill signed recently by the Governor of California advances the opening of the Southern California commercial sardine season from October 1 to September 1. The earlier season is expected to result in bigger sardine catches because fishermen in the past few years have reported sighting large schools of sardines off San Pedro during September when the closed season was in effect.

The Southern California sardine season now will run from September 1 to December 31, whereas formerly it lasted from October 1 to February 1. The Northern California sardine season will run from August 1 to December 15.



John Fitch, left, director of the California Department of Fish and Game on Terminal Island, San Pedro, shows Gustavo Jimenez, head of Ecuador's Fish Department, the new tagging system used to chart migrations of tuna off the West Coast.

### Drifts at Sea for Five Days

Jack Coates of Monterey drifted for five days last month when his 36-ft. vessel *Gojoc* became disabled. He lived on raw fish, water wrung from a shirt after it was soaked by heavy fog, a loaf of mouldy bread and five vitamin pills.

Coates drifted 200 miles down the California coast and was finally sighted by sailors aboard the U. S. S. *George Anderson*, after he had soaked his shirt in gasoline and set it afire. The warship notified the Coast Guard, who towed the *Gojoc* to Monterey.

### Leave Moss Landing for Albacore Season

The exodus of big trollers from Moss Landing to San Diego for the albacore season was nearly complete by the middle of June. This year, slow salmon fishing and reports of albacore being caught speeded departure of the boats, leaving the harbor practically empty except for the small day boats fishing salmon.

Some of the captains who were the last to leave included Bruci North of the *Judy II*, Mike Schroeder of the *Mandy*, Oscar Vienola of the *Ann-Marie*, Bill Harder of the *Seaway*, Bill Yeoman of the *Twenty Grand* and Conrad Pederson of the *Sun-Ray*.

A newcomer to Moss Landing for the salmon season this year is Capt. Frank Lockhart on the *Elvekema* from Eureka.

### Obtain Important Data on Tuna Migrations

The recovery off Manzanillo, Mexico, of a yellowfin tuna tagged and released six months ago off the coast of El Salvador, Central America, has provided Department of Fish & Game biologists with the first solid evidence of a direct relationship between the Central American stock of tuna and those caught off Mexico. Until this recovery there has never been any proof that yellowfin tuna migrate northward across the Gulf of Tehuantepec.

Biologists consider this latest recovery an important link in their study of tuna migrations and habits, and it substantiates the long-time belief that there is a northward migration of yellowfin tuna during the Spring and Summer, and a southward migration during the Fall. It may mean that a single, migratory population of yellow-



fin tuna supplies the fishery all the way from Baja California to Central America.

### Guayaquil Bay Opened to Bait Fishing

Opening of Guayaquil Bay off Ecuador to bait fishing by American tuna boats and a reduction in license tariffs for foreign boats fishing in the waters, were announced in San Pedro last month by Gustavo Jimenez of the Ecuador Fish and Game Department. Local fishing authorities say the moves are important to fishermen, especially the opening of the gulf to bait fishing.

Jimenez also reported that his government has taken steps to join the Inter-American Tropical Tuna Commission, which now includes the United States, Panama, and Costa Rica. The Commission charts migrations of tuna species.

### New Marine Survey Vessel

Work has begun at a Miami, Fla. shipyard on a 100-ft. steel-hulled marine survey vessel for use by the California Department of Fish and Game. California will begin using the craft in September under a 10-year lease.

### Ban on Salmon and Shad

Governor Goodwin J. Knight of California last month was expected to sign into law a bill making illegal commercial fishing for salmon and shad in the tidal waters lying upstream from San Francisco Bay. The law would become effective September 27, and would leave to the amateurs alone an area traditionally shared by commercial netters and pleasure fishermen.

The Governor already has signed legislation banning the use of gill nets for ocean salmon. Oregon and Washington took similar action.

### San Diego Landings for May

San Diego's fishing fleet landed 5,580 tons of seafood in May, valued dockside at more than \$1,200,000. The catch included 8,143,260 lbs. yellowfin; 12,830 lbs. yellowtail; 2,858,140 lbs. skipjack; 3,820 lbs. bonita and 148,860 lbs. albacore. Catches of albacore have been light.

### New Tuna Tag Developed

A new plastic dart tag for tunafish has been developed at the Pacific Oceanic Fishery Investigations Laboratory of the Fish & Wildlife Service in Honolulu, Hawaii. The tag is currently being used on skipjack tuna off the Hawaiian Islands, with good results, and will be used in albacore tuna research off the Northwest coast also.

The tag consists of a barbed spearhead of clear plastic attached to a 3-inch piece of red or blue plastic tubing, the flattened end of which bears a serial number. The barbed head is simply jabbed into the back muscles of the tuna and the tubing is left protruding from the flesh. This eliminates the time-consuming knotting that was necessary with earlier types of plastic tags.



Hugo deWildt's 36' fishing dragger "Carol and Sherry" of Narragansett, R. I. She uses Socony fuel oil, and is equipped with General Motors Diesel, Columbian propeller, Wall rope, Ritchie compass, RCA Radiomarine telephone, Tiger Brand wire rope and Hancock hoist.



At Gosman's Dock in Montauk, N. Y., the Caterpillar-powered "Jackie Jr.", owned by Leslie Ball; and the Buda-powered "Dolly & David", owned by Marcel Roux of New London, Conn.

### Rhode Island Reports Fewer Violations of Quahaug Laws

For the first time in many years, pirating of quahaugs from Narragansett Bay by the large, mechanical dredge boats appears to be non-existent. Thomas J. Wright, chief of the State Division of Fish and Game, said that as far as his agency knows the quahaug pirate is a thing of the past.

It is believed that the disappearance of the quahaug pirate is due in part to the general strengthening of water and shore patrols by John L. Rego, State Director of Agriculture and Conservation.

In addition, this is the first full year of operation of the legislative program enacted in 1956, under which night shellfishing was made a felony. It had been only a misdemeanor.

### Catches Angelfish

Del Soucy of West Greenwich last month hooked and boated a very strange looking fish, which was later identified as an angelfish, otherwise known as an angler or goosefish. The angelfish is considered an expensive delicacy in Germany.

The fish caught by Soucy was dark brown, with a white underbelly, a little more than a yard long and weighed about 40 pounds. It had a monstrous mouth that gaped open nearly a foot, and large pectoral fins.

### Long Island Butterfish Catches Good

The Sunrise Fish Co. of Islip has been changing their nets, but previous to that they had very good catches of butterfish from small to jumbo size. The commercial fishermen have been anxiously awaiting the arrival of blues, which were expected in the area late last month.

### Landings Show Million-Pound Increase

Landings of fish and shellfish in the Marine District of New York during March totaled 4.3 million pounds valued at \$655,000. Compared with the same month of the previous year, this was an increase of 1.1 million pounds in volume, but a decrease of \$91,000 in value. The increase in volume was primarily due to greater landings of black-back, hake, scup or porgy, and whiting. Reduced landings of the higher priced species, such as oysters, surf clams and sea scallops accounted for most of the decrease in value.

## Virginia Croaker Catches Show Improvement

Croaker catches have picked up recently, and have been fairly good in drift nets and haul seines, according to Capt. Henry Owens. Capt. Owens, who operates four pound nets, has had one good catch of croakers so far. That was in April, when croakers were more plentiful than they had been in years.

The price for croakers runs from five to eight cents, according to size, and the fish are larger this year than last. The great number of small croakers found in the bay last year have grown up, and it is believed that these are probably the same fish which will be available this year.

Jimmie Templeman, a buyer in Brown's Bay at the mouth of the Severn River in Gloucester County, took 300 boxes of croakers to the Isaac Fass Co. in Portsmouth on the 18th of June. Mr. Templeman is co-owner with Isaac Fass Co. of the boat that he operates.

### Increase in Hard Clam Landings

Landings of hard-shell clams in the Hampton Roads area during May amounted to 14,623 lbs., almost double the amount in May 1956. Crabmeat production for May 1957 was 258,600, as compared to 288,100 in May 1956. Oysters shucked for May 1957 amounted to 119,000 pounds, as compared to 275,400.

Oysters were still being shucked daily last month in the Hampton Roads area. The output through June amounted to from 100 gallons to 700 gallons daily. Crabmeat production in the Hampton Roads area has run from 8,500 lbs. daily to 15,000 lbs. and over. Croakers ran from 5,600 lbs. daily to 108,800, the highest daily figure in June.

Soft crab catches on the Eastern Shore, the best production area for them, ranged from 100 to 200 dozen daily.

### Crab Season Disappointing

The crab season so far has been disappointing. With the lifting of the ban on the number of crab pots per license this season, the fishermen have taken advantage of it and there are many more pots than previously. But there have been comparatively few crabs.

The season has not been a failure by any means, however, as last month the catches ranged from a low of one and a half barrels per morning to nine barrels, and occasionally as high as 12 barrels, according to Capt. Archie Hutson who operates the 60 ft. *Olive Virginia*, crab runner from the Chesapeake Seafoods dock at New Point to Cape Charles, Va.

Tangier scrapers haven't caught many peeler crabs this month, but hand-netters, with crabs at 4 and 5 cents apiece, have made more money than in any other month for the past ten years. Some of them are making as much as \$200.00 a week.

Potters, who catch hard crabs and sell them by the barrel, are not doing as well. Some of them have quit potting and gone north to catch menhaden for the Smith Meal Co. in the Atlantic waters near Lewes, Delaware, and Greenport, New York.

All of the crabbers are very optimistic about what the future months will bring in crabbing. There is an unusual amount of small crabs, which they think is a sure promise of plentiful catches in the Fall and Winter.

### Hampton Roads Area Landings

Fish catches in the Hampton Roads area were low during June, totalling only 1,445,300 lbs., which was a drop of 100,000 lbs. from the same month of last year, and a decline of over 650,000 lbs. from May 1957. Pound-netters accounted for 1,396,800 lbs. of the June 1957 fish production, with only 48,500 lbs. coming from other types of gear.

Croaker made up over two-thirds of the catch, with 1,081,300 lbs., which was nearly 150,000 lbs. more than fishermen landed in June 1956.



BEST DECORATED BOAT HONORS in the Biloxi, Miss. Shrimp Festival went to the "Captain Roy", owned and captained by Ed Kopszywa.

## Captain Fountain Reigns Over Biloxi Shrimp Festival

Biloxi's shrimp fleet turned out June 8 and 9 for the thirteenth annual Blessing of the Fleet and Biloxi Shrimp Festival. More than 200 boats churned past the *Reub. Junge*, from which Reverend Herbert Mullin conferred the ancient "Ritual of the Sea" blessing.

Reigning as the second Shrimp King was 75-year-old Capt. Martin Fountain, a pioneer in Biloxi's seafood industry. Capt. Fountain is still engaged in building boats. His life's work has been on shrimp vessels, building them and owning and operating a seafood plant.

First place honors in the decorated boat contest were won by the *Captain Roy*, owned and skippered by Ed Kopszywa. She was richly adorned with pink paper ropes and chains with garlands of paper flowers decorating the rigging. A cross on the after cabin and a banner reading "He who rules the heavens, land and sea protects the shrimp fleet," carried out the religious theme.

Second best decorated boat honors went to Capt. Otis Broussard of the *Steve M. Sekul*, owned by Steve M. Sekul of the Sea Coast Packing Co., and third place went to Capt. Neville Broussard, with the *Captain Blood*.

Other features of the Biloxi Shrimp Festival included an elaborate buffet featuring 17 delectable and typical Biloxi shrimp dishes. Visiting writers, photographers and judges participated, and the program was climaxed by the selection of the Shrimp Queen, Miss Regina Meadows of Gulfport. She was crowned by Hermes Gautier of Pascagoula, a member of the Gulf States Marine Fisheries Commission.



Biloxi Shrimp Queen Regina Meadows being crowned by Hermes Gautier, a member of the Gulf States Marine Fisheries Commission.



Four fishing boats tied up at the F. J. O'Hara & Sons' wharf at Rockland, Maine. From left to right on the inside, the dragger "Helen Mae II" and sardine carrier "Marietta"; on the outside the seiner "Romerly" and the dragger "Pandion".

## Maine Sardine Herring Catch Ahead of Last Year

The sardine pack through June 8 was far ahead of last year—when fish were very slow in starting—but behind the bumper Spring run of 1954. On June 22 there was normal herring fishing at Portland, but the concentration of gear was so heavy that the schools were expected to be cleaned out quickly.

Capt. Sanford E. Doughty and six other fishermen netted \$30,000 worth of herring in one night's work last month, when they seined 30,000 bushels of herring in Chandler's Cove near Chebeague Island.

Captains Doughty and Charles Pye of Small Point joined forces because they needed plenty of twine to net so many herring. They were assisted by Carleton Nida and Richard MacCormack of Chebeague and Maurice and Clyde Pye and Carl McIntire of Small Point.

The carrier *Bofisco* of Booth Fisheries, Eastport, was scheduled to lift 875 bushels from the big catch, with other carriers taking the rest. It was expected to take three or four weeks before all the herring would be removed from the Cove.

### Urges More Lobster Promotion Activities

Arthur Babson, head of the Consolidated Lobster Co. of Boston, spoke last month to the Maine Lobstermen's Assoc. in Rockland. He stated that Maine lobsters should be "sold" to many markets and not just "dumped" on the New York market. Mr. Babson stressed the fact that there is an unlimited field for promotion of the Maine lobster which has not yet been touched.

Babson also said he felt a uniform gauge law for the entire Atlantic Coast would be to the advantage of fishermen, dealers and consumers.

Ronald Green of Rockland, Commissioner of Sea & Shore Fisheries, outlined his department's plan for promotion of lobsters, and told the group that the world's largest lobster salad would be served in the United States Senate and would feature Maine lobsters.

### Discuss Effect of Proposed Passamaquoddy Dam

Members of the Research Committee of the International Passamaquoddy Fisheries Research Board held a three-day conference last month at the U. S. Fish and Wildlife Service station at McKown Point, Boothbay Har-

bor. The meetings were under the chairmanship of Leslie Scattergood, local fisheries biologist.

The purpose was to discuss fisheries research being done in the Passamaquoddy and Cobscook Bay areas where the proposed Passamaquoddy tidal dam may become a reality. The Fisheries Research Board wishes to know what effect such a dam might have on fisheries in the area.

### Landings Show Two-Million-Pound Gain

Receipts of fish and shellfish at Maine ports during March amounted to 6.8 million pounds, with a dock-side value of \$726,000. Total landings reported for the same month last year amounted to 4.5 million pounds valued at \$590,000. A 1.8 million-pound increase in ocean perch landings accounted for most of the March 1957 gain.

### Herring Price Set

As a result of a meeting between representatives of the Coastal Seiners and Weirmens Assoc. and the packers in Portland last month, the local and State price of herring this year will be \$1.14 per bushel. This price is the same as last year.

The price will be the same in the various packing plants in South Portland, Bath, Belfast, Southwest Harbor, Eastport, Lubec and Birch Harbor as well as the sardine plants in Rockland, Port Clyde and Rockport.

### New Lobster Boat Goes Aground

The lobster boat *Sea King*, owned by Thomas E. Watkinson of Glen Cove and newly constructed in Nova Scotia, ran onto the ledges between Sheep and Monroe Islands last month, but suffered only slight damage. Watkinson reported that he slipped on a gaff used for hauling lobster buoys and struck his head on a bulkhead just after pulling a line of traps.

### Radio Advertising Campaign for Sardines

The Maine Sardine Council launched a nine-week Summer radio spot advertising campaign on July 1 to help move the industry's new pack which is now being canned. Chairman George C. Seybolt of Watertown, Mass., stated that the Council again would concentrate its activities in the ten Southern States of Virginia, North and South Carolina, Georgia, Alabama, Florida, Tennessee, Louisiana, Mississippi and Texas.

Ninety-seven radio stations in 69 key markets will be



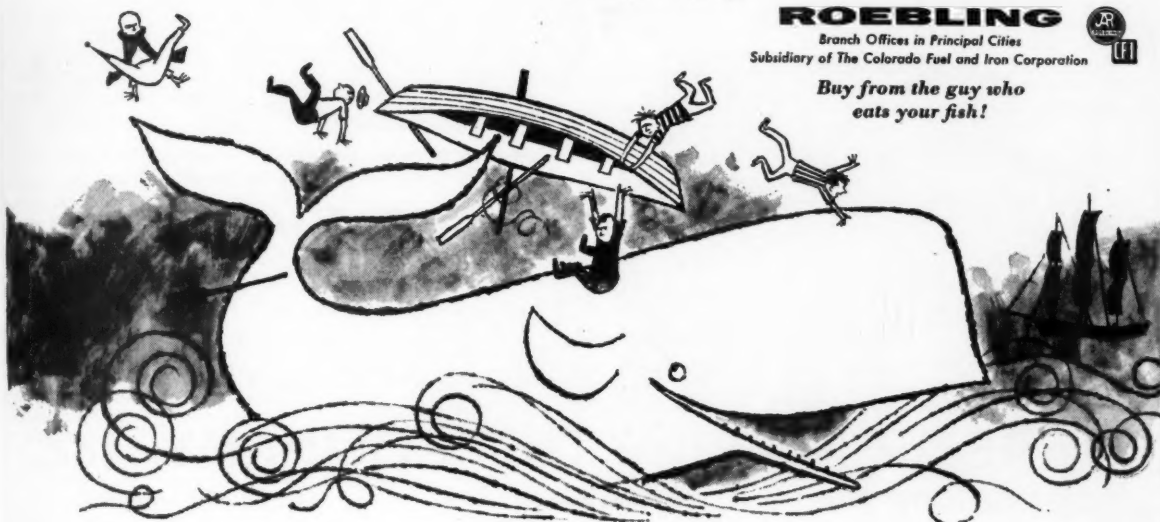
*Moby Dick would never  
have acted this way  
if Ahab had known about  
Roebling Special  
Galvanized Fishing Rope*

It's a sad scene that need never have happened. The same thing applies to anything you try to pull out of the briny. Roebling Special Galvanized Fishing Rope is built to last every inch of its length. It's tough—and that's the way it's got to be to stand up under the heavy duty demands you make on it. And while it's working, it fights corrosion from bell to bell. That's what you need: Roebling Special Galvanized Fishing Rope for shrimp rope, trawling rope or purse seine rope. Your distributor or closest Roebling office has it. Get it. Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

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Buy from the guy who  
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## New 58-Ft. Series Morehead Trawlers

*WILLIAM B. and TUMBLEWEED*

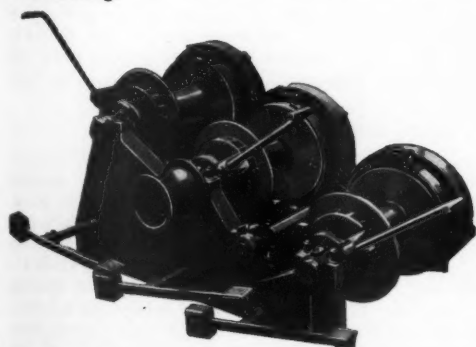
Haul Their Catches with

## STROUDSBURG HOISTS

The first two shrimp trawlers of the new 58-foot Series being built by Morehead City Shipbuilding Corp. are the "William B." owned by Lewis Crab Factory, Brunswick, Ga., and the "Tumbleweed", owned by Capt. Fred M. Vidos of Brownsville, Tex. Both shrimpers carry a Model 515½T Stroudsburg Hoist for dependable, trouble-free hauling.



Capt. Vidos' shrimp  
trawler "Tumbleweed"



Stroudsburg Hoists are made in single, double and triple drum models. Friction drums have ratchet, pawl and brakes with interwoven linings. They are engaged by internal thrust cams with friction plates. Pinion shaft extension available for mounting engine drive in either rotation.

## STROUDSBURG ENGINE WORKS

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*"The Fishermen's Choice is a Stroudsburg Hoist"*

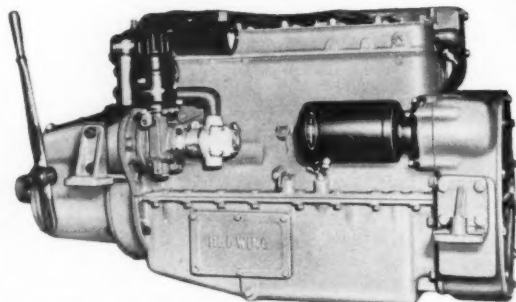
# GASOLINE and DIESEL MARINE ENGINES

for All Types of Boats

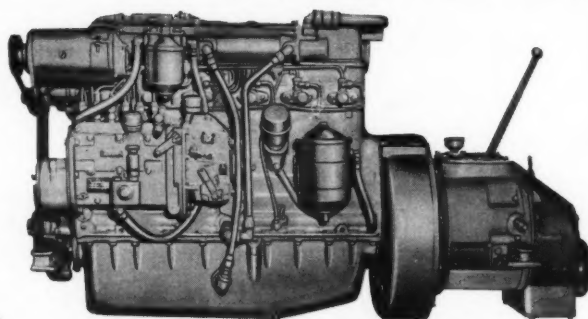
Gasoline Models 20 to 160 H.P.

Diesel Models 45 to 516 H.P.

## RED WING



Red Wing Meteor 115 Gasoline Engine, 6-cylinder, 4-cycle, 115 hp., 3400 rpm., 237 cu. in.



Light-weight Model 6DAMR-273 Allis-Chalmers Marine Diesel. 6-cylinder, 85 shaft hp., 2800 rpm. Weight 1000 lbs.

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used, and the messages will be carried through tuneful jingles, supplemented by live announcements telling the story of Sardines from Maine.

## New Engines for Five Boats

New engines for five fishing boats have been sold recently by Harbor Supply Oil Co. of Portland. Capt. Kenneth Gray of Southport has a new D4-45 Red Wing Diesel with 2:1 Snow-Nabstedt reduction gear in his 26' lobster boat. Capt. Dana Knight of Kittery will install a D6-100 Red Wing Diesel with Capitol 2:1 hydraulic gear in his 40' combination dragger and lobsterman. The 40' seiner *EDK*, owned by Capt. H. W. Miller and Marshall Masden of Portland, has a new 115 hp. Red Wing gasoline engine with Paragon 2:1 hydraulic gear.

Capt. Alston Robbins of Stonington has installed an Allis-Chalmers Model 6DAMR273, 85 hp. Diesel with Snow-Nabstedt reduction gear in his 36' lobster boat. The same model engine with 3:1 gear is going into the 42' dragger and carrier owned by Capt. Lee Reilley of New Harbor.

## Boats Overhauled at South Portland

Story Shipyard, South Portland, has been busy with fishing boat repair work during the past month. The *Alice M. Doughty*, owned by The Harris Co., had her bottom and topsides painted, with caulking and hull sheathing renewed. The 150' steel trawler *Oceanlife* had a bottom cleaning and was equipped with underwater sounding gear. Capt. Otis Thompson's 75' *Elinor & Jean* had a top-side paint job, her scupper boards were removed for repairing of bulwarks and pine pitching of stanchions, and a new fish hold bulkhead was installed. The 110' steel trawler *Gulf Stream*, operated by Willard-Daggett, Inc., had a coat of red lead and Henderson & Johnson anti-fouling paint applied, and her topsides were wire-brushed and covered with Rustoleum paint.

## Alabama Closes Two Areas To Shrimp Trawling

The shrimping season was closed in designated waters of Alabama on June 7, because small shrimp are appearing in large numbers. One of the closed sections runs from Alabama Port to beacon 12, to Little Point Clear beacon to Little Point Clear in Mobile Bay, with shrimping banned both day and night. The other area closed is from the Alabama-Mississippi shoreline to the south end beacon, to Dauphin range beacon to the west end of Dauphin Island woods.

The closed season does not apply to bait dealers. A constant check will be made of the areas, and if marketable shrimp appear that section will be reopened. The areas will probably be closed until about August 12.

## "Belle D." Runs Aground

The 65-ft. fishing boat *Belle D.*, Capt. Louis Moseley of Brunswick, Ga., was grounded on the west end of Horn Island on June 18 after hitting a submerged object and damaging her rudder. The home port of the *Belle D.* is St. Augustine, Fla., but she is currently operating out of Bayou La Batre, Ala.

## Landings Show Gain

The commercial catch of fish and shellfish landed at Alabama ports during March amounted to 912,000 pounds. This represented a gain of 396,000 pounds compared with March 1956. Increased landings of oysters and to a lesser extent mullet, which were partially offset by a drop in production of red snapper and several other varieties of fish, accounted for the greater yield during March of this year. Oyster production amounted to 599,000 pounds during March, and was 435,000 pounds greater than during the same month in 1956.

## Florida Has New Soft-Shell Crab Industry at Cedar Key

A soft-shell crab industry has been established at Cedar Key, Florida by a subsidiary of a Maryland seafood processing firm. Although started only a couple of months ago, the soft-shell industry is already proving lucrative, with two brothers producing about 200 dozen a week, at a price of \$4 a dozen.

The Maryland firm set up its crab-processing plant in Cedar Key about two years ago. Since then, blue crabs have become one of the community's chief assets. Even so, local crab fishermen were missing a good bet by passing up the soft-shell crab potential. Looking at it profit-wise, the operators of the seafood plant encouraged and trained two local fishermen in the art of procuring the soft-shell crabs.

The brothers Bill and George Delaino go through their daily catch, selecting the crabs which have tell-tale markings denoting they're about to shed. They can tell within a matter of hours when this will happen. Bill figures that about 10 percent of the crabs in an average catch are beginning the shedding process, and these are taken to floating wood vats where they are kept until shedding is completed.

In order to keep track of the shedding stage, the crabs are placed in different floats, depending on which of the three stages of shedding they are going through. Most of those taken from the Gulf of Mexico are in the first stage, and go into vats so designated. The brothers spend about four hours in the afternoon at the floats, sorting out the crabs which have advanced to the second or third phase of shedding, and placing them in the proper floats. They remove the crabs which have just shed.

The Cedar Key soft-shell crab operation is reputedly the largest in Florida. The seafood firm ships some of the soft-shell crabs alive, packed in seaweed with ice sprinkled over it. Some of the crabs are cleaned and frozen, then shipped to retail and wholesale outlets around the country.

### Bill Would Aid Oyster Industry

The Florida Senate on May 30 passed and sent to the House a bill designed to aid Franklin County's oyster industry. This measure would authorize the County Commissioners to construct a canal at the mouth of the Apalachicola River from the vicinity of East Bay across a narrow peninsula to a point between East Point and Porter's Bar. This should increase the amount of fresh water in St. George Sound and drive out

the leeches and conches which are harming the oyster population.

The preamble of the bill states that construction of Gorrie Bridge at the mouth of the river diverted fresh water away from the East Point-Porter's Bar area and caused damage to oyster beds. The canal is proposed to remedy the situation.

### "Combat" Catches Red Shrimp

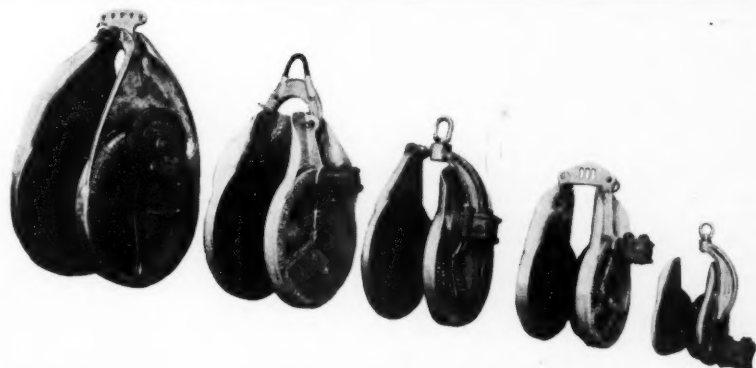
During the latter part of April, late May and early June, the ex-

ploratory vessel *Combat* continued shrimp trawling along the South Atlantic Coast, chiefly in deep water. The largest catch was made off Daytona Beach in 210 fathoms, where 75 pounds of mixed sizes of red shrimp were picked up in a three-hour drag.

### Group to Study Red Tide

Representative W. O. Sheppard of Lee County recently introduced a bill calling for an eight-man legislative interim committee to study "all matters relating to conservation and fisheries", including red tide.

Rep. Sheppard was elected chairman of the committee and Sen. R. W. Hodges, vice chairman.



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# EQUIPMENT and SUPPLY NEWS

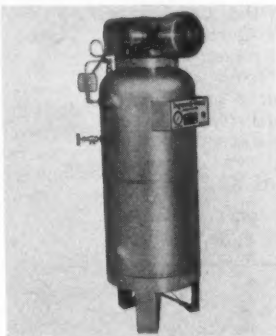
## New Ingersoll-Rand Air Compressor

Ingersoll-Rand Co., 11 Broadway, New York 4, N. Y., has announced a new air compressor known as the "Channel-Flo". The compressor is suitable for use in supplying air for horns and whistles, engine starting, paint spraying, descaling of hulls, and air for cleaning purposes.

It is a two stage, 200 psig rated motorcompressor presently available in 1½ and 2 hp. sizes. The complete packaged unit includes the motorcompressor, cushioned rubber mounting on an ASME vertical tank, interconnecting piping and fittings and automatic start-and-stop control.

The manufacturer claims important safety and space-saving features in this new unit. Troublesome and hazardous belt drive is eliminated because the compressor is flange-mounted directly on the driving motor. Due to this direct mounting, the Channel-Flo requires less than half the floor space of tank-mounted, belt-driven units of comparable size. It also can be mounted on a shelf, side wall or overhead bracket, with the air receiver located in an out-of-the-way space.

The unit derives its name from the well known Ingersoll-Rand Channel Valves used in both the low and high pressure cylinders. Introduction of this valve in the small compressor sizes means less valve maintenance and longer compressor life for these units.



New Ingersoll-Rand air compressor

## Coulter & McKenzie in Wolverine Factory

The Coulter & McKenzie Machine Co. of Bridgeport, Conn. has moved its plant and office to 35 Union Avenue, Bridgeport, site of the Wolverine engine factory. The firm's Wolverine Marine Department carries a complete stock of parts for all models of Wolverine and Wolverine-Waukesha marine Diesels.

## "Anchors and Anchoring" Booklet Available

In the 2½ years since the first edition rolled off the presses, more than 100,000 copies of "Anchors and Anchoring" have been distributed free by Danforth Anchors, 2137 Allston Way, Berkeley 4, Calif.

Written by R. D. Ogg, president of Danforth Anchors, and R. S. Danforth, founder and inventor, the 16-page two color booklet presents a comprehensive survey of anchor history, testing, problems and recommendations.

The difficult feat of writing for both the layman and the expert has been accomplished in "Anchors and Anchoring". Revisions, incorporating the latest information and data, have been made in each printing of the booklet and will continue to be made in the future.

## New Brochure on GM 71 "E" Diesel

Detroit Diesel Engine Division, General Motors Corporation, 13400 W. Outer Drive, Detroit 28, Mich., has announced the release of a new four-page brochure describing its recently developed Series 71 "E" workboat engine. The brochure explains how the GM workboat engine will give more profit for commercial marine operations; the engine rated at 170 hp. will save 10% in fuel. Five features of the new engine are illustrated in the text.

## Michigan Now Making Larger Propellers

Michigan Wheel Co., Grand Rapids 3, Mich., has completed its 12-month program of expansion into the field of larger-sized propellers, and announces that shipments are now being made through 72" diameters involving weights in excess of 2,000 lbs. Its Service Department is equipped to recondition propellers through 84" diameters. The Company previously limited its production to propellers of 60" diameter and smaller.

Improved large pattern-making equipment, foundry equipment, special custom-built machining facilities, etc., developed for the expansion program, account for an investment of over \$250,000. With its centrally located geographical position in relation to Midwest ports and its proximity to the Mississippi waterway and the Gulf, Michigan Wheel is in a position to effectively service a large portion of the country.

Michigan propellers up to 72" diameter are currently being produced in 3, 4, and 5-blade designs, and all styles are available in stainless steel, cast steel, Michalloy K bronze or Michalloy XX bronze. As in the smaller propeller field, emphasis is being placed on Machined Pitch accuracy and service.

## Tyler Appointed Vice-President of Decca



Eric Tyler

Decca Radar, Inc., 386 Fourth Ave., New York City, has announced the appointment of Eric Tyler as vice-president in charge of sales and service. Mr. Tyler has been with the Decca Radar Co. for 11 years. During this period he spent time in 27 countries throughout the world in which Decca Co. has sales and service organizations.

Previous to joining Decca Radar, Mr. Tyler was an officer in the British Navy serving as a specialist in radar.

## 12-Volt System on Larger Norseman Engines

Norseman Marine, Oshkosh, Wis., manufacturer of the "Nordberg" gasoline marine engine line, announces that 12-volt electrical systems are now standard equipment on the 155 hp. Knight, 130 hp. Tarpon and 110 hp. Marlin engines. Standardization of 12-volt equipment, resulting from the growing demand for more electrical power, has made possible a price reduction of more than \$10.00 per engine on the 12-volt models.

Six-volt electrical systems are standard equipment on the 110 hp. Bullet, 105 hp. Bluefin and 60 hp. Colt. Twelve-volt systems are available as optional equipment on these models, while six-volt systems are available optionally on the larger Norseman engines.

Before being released for shipment, all engines produced by Norseman Marine are given a thorough test under actual operating conditions. Every engine produced is mounted on one of 24 modern electrical dynamometer test stands and is run under conditions ranging from idle to full throttle for a period of eight hours.

The new fully equipped Norseman Marine Parts Department has repair and replacement parts for older model Nordberg engines, as well as those engines in current production. Additional personnel and new methods now provide the means for filling all parts orders 24 hours after they are received. All small parts subject to rust or corrosion are placed in special vinyl bags.

## Gray "Quick-Align" Engine Mounts

Engine installation and re-alignment are greatly speeded and simplified with a new Graymarine feature, the "Quick-Align" rubber mount. The new mount consists of rubber-cushioned mounting cups, the mounting bolts of which are adjustable through 1 1/4 inch, vertically, by means of an adjusting nut and a self-locking jam nut. The new mount eliminates the laborious and time-consuming job of lining up an engine with shims.

"Quick-Align" mounts, standard on the new Model 136, are available as extras on other Graymarine models through 244 cubic inch displacement. A conversion kit is provided for owners desiring to embody this new feature in engines of earlier manufacture.

## Bludworth Marine Dealership Changes

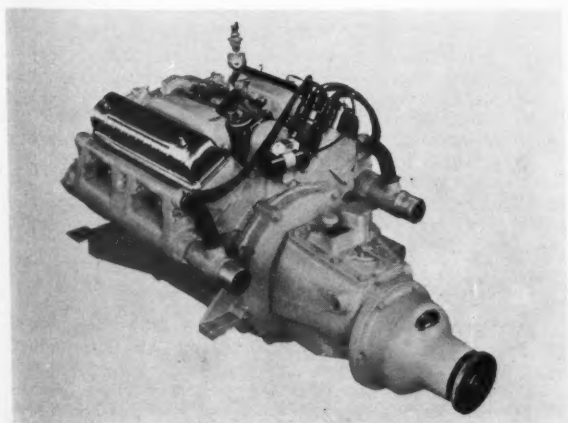
Bludworth Marine, manufacturer and distributor of precision electronic equipment for navigation, has announced changes in its branch office set-up. To better serve boat owners, ship operators and shipyards, former Bludworth Marine office managers are now independent dealers for sales and service.

These include Pollock Marine Electronics in Baltimore, Md.; Robinson Marine Electronics in Norfolk, Va.; McCrea Marine Instruments in New Orleans, La.; and Westphal Electronics in Seattle, Wash. Another Bludworth Marine dealer recently added is Roswell Electronic Sales & Service Co. of Pawtucket, R. I. These dealers handle the entire Bludworth Marine line including radiotelephones, direction finders, depth sounders, marine radar, and underwater television systems.

## Interceptor Engines with Reduction Gears

The Interceptors, a line of compact, high powered marine engines offered by Dearborn Marine Engines, Inc., 31465 Stephenson Highway, Royal Oak 4, Mich., are now available with an expanded range of transmission combinations, engineered for use in heavy duty work boats. For these latter types especially, the complete line of Interceptor engines is available with heavy duty reduction gears of various ratios. Weight of the engine, fitted with reduction gear, is 795 lbs.

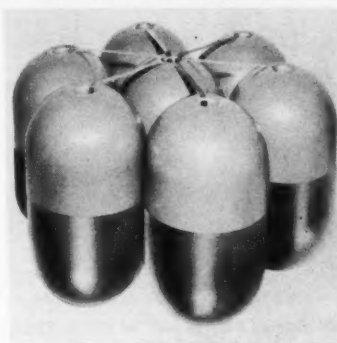
The combination of Interceptor engines of 125, 145, 165, 185 or 215 hp. with one of the heavy duty reduction gears with ratios of 1.5:1, 2:1, 2.5:1, or 3:1 will meet the requirements of most operators of boats in the 25' to 44' lengths. As a further step in the expansion to a more versatile line, Interceptors are now available with either right hand or left hand rotation as desired, making possible smooth twin installations for the most strenuous work requirements.



Dearborn Marine Interceptor engine which is available with heavy duty transmission and reduction gear for large workboats.

## New System of Joining Shepherd Floats

A new system of joining plastic floats has been introduced by J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio. It permits practically any buoyancy requirement to be met at a reasonable cost, and is called the Shepherd "Buoy Bundle".



Shepherd "Buoy Bundle".

The required quantity of Shepherd plastic floats, of the desired size, are securely bound together with strapping to make up just the right size buoy for the intended application. Each float is made of "high impact" material, features bulkhead type construction for greater strength, and is available in unlimited combinations of 6 brilliant fade-resistant colors. The color is part of the plastic itself, and never requires repainting.

The accompanying illustration shows a Shepherd "Buoy Bundle" designed for use as a Pylon marker. The floats are green and red. Placed red side up, the buoy is a port side marker. When green side is placed up, the same buoy becomes a starboard side marker.

This "Buoy Bundle" consists of 7 plastic floats 5" in diameter by 9" long. Each float provides a buoyancy of 4-5/16 pounds for a total of 30 pounds. The manufacturer claims that this "Buoy Bundle" will stand severe shock.

Other uses of the Buoy Bundle include channel markers, obstruction and danger markers, as well as for commercial fishing requirements, harbor guides, etc. When required, special plastic attachment fittings can be provided as an integral part of the Buoy Bundle itself. In addition, plastic flag staffs are available and Monel anchor cable can be furnished.

## Swales Joins Bendix as Chief Engineer

Stanley Swales has joined the Pacific Division of Bendix Aviation Corporation as chief engineer of the Marine Department. In his new position, Swales will be in charge of the design and development of new marine products, as well as improvement of existing products which include marine radar, automatic pilots, depth recorders, depth indicators, radiotelephones, transmitters and receivers, radio direction finders, portable electric generators and electric outboard tachometers.

Well known in marine circles, Swales was for five years vice-president of Decca Radar, Inc.

## Chart Shows Locations of Marine Beacons

The 1957 edition of the Radio Direction Finding Chart has just been published by York Marine Radio, Stonington, Conn., and copies are available for \$2.50 each postpaid. The new two-color chart, covering the area from Sandy Hook to Pollock Rip and measuring 17" by 42", shows the locations and characteristics of not only all the marine beacons in the area but also useful aircraft ranges and beams. Standard broadcast stations whose locations make them useful for direction finding purposes are displayed, and a unique clear weather schedule of marine beacons is included.

## Metallic Coatings Moves Office to Chicago

Metallic Coatings Corp., manufacturers of Coperoyd and Coperit 500, anti-fouling bottom coatings, have moved their office from 236 W. 44th St., New York, where they have been located for the past 20 years, to 919 N. Michigan Ave., Chicago 11, Ill. The move puts them in a more central location in relation to their customers, and also enables them to be in closer contact with their factory which is at Oconomowoc, Wisconsin.



42' fishing tug "Maria" owned by Chris Hansen of Sandusky, Ohio, equipped with General Motors Diesel and 50-watt Hudson American radio-telephone.

## Great Lakes Lamprey Larvae May Be Killed by Chemicals

Researchers of the Fish & Wildlife Service believe they may have the answer to the problem of sea lampreys and how to eradicate them. They have carefully tested more than 4,000 chemicals and have discovered two which will kill lamprey larvae and not harm fingerling trout and young bluegills.

Ross L. Leffler, Assistant Secretary of the Interior, cautiously made it clear that the two chemicals were discovered in the laboratory and that they would be given rigorous tests in streams before definite pronouncements of their value are made.

Scientists working on the project are optimistic that they have come upon something important, and it is felt that between the use of chemicals and electric fences it may eventually be possible to rid the Great Lakes of the sea lamprey, which has caused so much damage to the trout fishery.

## Trout and Whitefish Catches Taper Off

Both lake trout and whitefish catches by netters in Lake Superior are now tapering off, but the trollers and set-line fishermen are coming up with fair yields of the two species.

Summer restrictions on walleye fishing commercially in the Bays de Noc area have reduced production of this species. In the outer area of the bays, however, some fair yields of walleyes were made. Catches of yellow perch were good, while hauls of herring and smelt were relatively light. In lower Green Bay, good catches of carp and sheepshead have been reported, and in the Marinette-Menominee area some menominees were taken.

On Lake Michigan, where chub yields are usually heavy at this time of year, production has been only fair, but good hauls of yellow perch were made. Herring yields have been fair in the northern area of the lake, while in the southern region catches have been nil. In the eastern area, perch hauls were good, and lots of carp and other rough fish were taken when markets for them were available.

Heavy commercial fishing on Lake Huron has tapered off somewhat, with netters taking mostly yellow perch, carp, pike, bullheads, etc. Catches of yellow pike from Saginaw Bay were not good this season as compared to other years, except for the channel area in the northern part of the lake. Some impressive takes on walleyes were made, but these soon petered out as the fish moved to different grounds.

A few of the small, established operators on Lake St. Clair have been making fairly good catches of rough fish, while in the river area some fair commercial takes were reported.

From Lake Erie, trap netters were still producing good quantities of perch, sheepshead, carp and white bass, and also were getting fairly good catches of yellow pike. Blue pike production was poor, but eastern fishermen of Lake Erie made fair hauls of perch, yellow pike, carp, etc.

Lake Ontario commercial fishermen are getting good yields of ciscoes, perch, white bass, bullheads and sheepshead, while rock bass takes are mediocre. Pike are in fair quantity in the far eastern end of the lake.

## Big Catch of Lamprey in Brule Weir

An electric weir near the mouth of the Brule River north of Brule, Wis. has captured about 2,500 sea lampreys since it was put into operation May 18. Officials of the Fish & Wildlife Service reported that the weir was an experiment model which used direct current only. Most other weirs use both direct and alternating current.

Other weirs in the vicinity caught 8,000 on the Amnicon River, 2,980 on the Middle River and 50 on the Popular River in the period of May 3 to 31.

## Studying Lake Trout Growth

The Wisconsin Conservation Department has been making a study of fin clipped lake trout in Lake Superior, which is of special interest because of the intensive trout planting that will be necessary to restock the Great Lakes after the sea lamprey menace is finally overcome.

Results show that hatchery-reared lake trout planted in the Spring at a length of 6 inches, attain a legal or 17 inch size 32 months after planting. The study has been made possible by the cooperation of fishermen in reporting fin clipped trout taken and their size.

The Department has been making a tagging study of whitefish in Lake Superior, to determine the rate of growth and migratory habits. Results obtained indicate an average growth of a tenth of an inch per month, and the greatest distance traveled by the whitefish was 23 miles.

## Voigt Named Chairman of Fishery Commission

The Great Lakes Fishery Commission last month elected Lester P. Voigt, director of the Wisconsin Conservation Department, as chairman at its meeting in London, Ontario. The Commission, an American and Canadian group primarily concerned with controlling the sea lamprey, also hired an executive secretary. He is Norman Baldwin, who was chief of research for the Province of Ontario.

At the meeting it was reported that electric weirs placed at various points in streams emptying into Lake Superior and Michigan took many times as many lampreys in the Spring spawning run than ever before.

## Ninety Lamprey Devices in Michigan

The Michigan Conservation Department Director recently granted permission to the Fish & Wildlife Service to install, maintain or operate screens, weirs, traps and electrical devices in ninety streams flowing into the Great Lakes for control or suppression of sea lampreys.

The streams include 50 upper peninsula tributaries to Lake Superior; 21 upper peninsula streams which flow into Lake Michigan; 17 lower peninsula tributaries of Lake Michigan; and 2 lower peninsula streams which discharge into Lake Huron.

## Ohio Fish Landings Drop

Total landings of fishery products by Ohio commercial fishermen operating in specific areas of Lake Erie during April amounted to 5.4 million pounds. Compared with the same month of last year, this was a decrease of 653,000 pounds. During April yellow perch led all other species in poundage landed. Yellow pickerel was in second place. These two species accounted for 56 percent of the total April landings.



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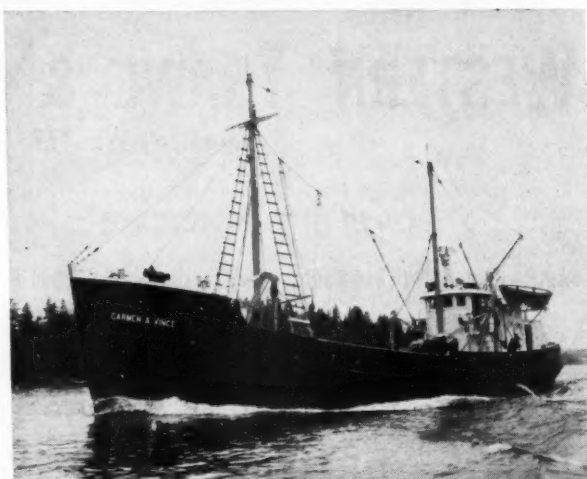
**BOAT: CARMEN & VINCE**

**BUILDER: Harvey F. Gamage, South Bristol, Me.**

## Specifications:

**Length: 92' 10" Beam: 20' 10" Draft: 12'**  
**Engine: Cat® D397 Turbocharged Marine**  
**Reduction Gear: Snow Nabstedt—2.97:1**  
**Wheel: Columbian Type M1 (three blade 66" diameter-36" pitch).**

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**Main Office: Exit 53, Route 128, Needham Heights, Mass. Phone: NEedham 3-5800**

## North Carolina Fishermen Want Drum Inlet Reopened

A public hearing on the question of re-opening Drum Inlet was held before the Corps of Engineers at Beaufort on June 10, with more than 300 people present. Most of them were commercial fishermen, who favored the reopening, deepening and stabilization of Drum Inlet.

The principal presentation made to the hearing board was the formal printed report prepared by the North Carolina Fisheries Association, which was supplemented by remarks from members of the Association. Those appearing included Vice-President Roy Watson of Hobucken, Executive Secretary Fred Whitaker of Kinston, Directors Clayton Fulcher, Jr. of Atlantic, John Smith of Atlantic, W. H. Potter of Beaufort, Grover Willis of Atlantic, John Lupton of Sea Level and Julius Willis of Davis.

The formal report in its five sections included a definition and history of Drum Inlet, its characteristics, its effect upon commercial fisheries, its effect upon sports fishing and a summary which established an increased income benefit of \$3,097,500 annually. The commercial fisheries group indicated that \$1,905,500 of that total would accrue to the commercial fisheries.

### Says Shellfish Offer Best Potentialities

The University of North Carolina released last month a study by George M. Woodward of the School of Business Administration, entitled "An Economic Analysis of the Commercial Fisheries of North Carolina". The book presents a comprehensive analysis of the amounts of fish caught, prices they have brought in past years, degrees of acceptance of the North Carolina product on the market, and processing of seafood, both at present and the potential.

The purpose of the study was to answer the question as to whether North Carolinians can do anything to make more money out of fishing. The book reveals that there is a possibility of upping fishing income in certain phases, and that the biggest possibility for growth and development is in shellfish—shrimp, oysters and crabs.

Copies of the study are being sent to every fisherman owning an 18-ft. boat or larger and to all shore dealers.

### New Conservation Board Members

Three new members were present at the Conservation and Development Board meeting July 1. Just appointed by the Governor under new legislation are H. C. Kennett of Durham, Walker Martin of Raleigh, and Voit Gilmore of Southern Pines. Reappointed at the same time were Vice Chairman Miles J. Smith of Salisbury, Scroop W. Enloe, Jr. of Spruce Pine, Charles Jenkins of Aulander, Eugene W. Simmons of Tarboro, and Charles S. Allen of Durham.

### Expect Good Shrimp Season

After getting off to a fast start, northeasters made the shrimp catches spotty, but from all indications it is going to be a good shrimping season.

The North Carolina Fisheries Association is opposing the dumping of shrimp heads into the sound waters. The Association believes that if anyone wants to head shrimp aboard his boat, he should bring the heads ashore.

### Fish Landings Increase

North Carolina fish and shellfish landings in March totaled 4.8 million pounds—707,000 pounds greater than in the same month of 1956. Swellfish, croaker, alewives and gray sea trout were the principal species of finfish showing an increase, while the production of hard blue crabs dropped significantly, and soft shell crabs increased.

# BOAT CATCHES

For Month of June

Hailing fares. Figure after name indicates number of trips.

## GLOUCESTER (Mass.)

Admiral (1)	108,000	Little Flower (7)	422,000
Agatha (4)	473,000	Little Joe (6)	45,500
Althea (1)	25,000	Lone Ranger (5)	52,000
American Eagle (7)	297,000		
Andrea G. (1)	110,000	Malolo (2)	120,000
Anna Guarino (7)	60,000	Manuel P. Domingoes (1)	160,000
Ann & Marie (7)	42,500	Margaret Marie (5)	265,000
Annie (14)	75,000	Margie & Roy (1)	50,500
Anthony & Josephine (5)	114,500	Marianna II (7)	318,800
Atlantic (2)	135,000	Maris Stella (1)	110,000
		Mary Ann (3)	141,000
Baby Rose (1)	35,000	Mary Jane (2)	385,000
Bonaventure (5)	738,000	Mary Rose (2)	210,000
		Morning Star (7)	322,000
Cape Cod (6)	174,500	Mother Ann (1)	240,000
Carlansul (5)	30,000		
Carlo & Vince (5)	284,500	Nancy & Maria (6)	198,000
Catherine B. (8)	592,500	Natale III (1)	56,000
Cigar Joe (2)	73,000	Njorth (4)	45,000
Clipper (1)	155,000	No More (6)	4,500
Columbia (2)	173,000	North Sea (1)	190,000
Curlew (1)	160,000		
Cushmaner (1)	240,000	Ocean Clipper (1)	2,000
		Ocean Spray (2)	118,000
Dawn (6)	55,000	Olympia (6)	450,000
Dolphin (2)	160,000		
Doris F. Amero (2)	125,000	Peggy Belle (3)	2,500
Dragnet (1)	67,000	Pioneer (10)	15,500
		Powhatan (3)	198,000
Eagle (4)	709,500	Priscilla (12)	17,500
Eddie & Lulu M. (9)	30,500	P. K. Hunt (2)	229,500
Edith L. Boudreau (1)	90,000	Prosperity (10)	10,000
Estrella (1)	240,000		
Etta K. (4)	88,000	St. Anna Maria (6)	316,000
Eva II (7)	52,500	St. Anthony (5)	772,500
Evelyn C. Brown (1)	285,000	St. Cabrini (2)	122,500
		St. John (6)	20,000
Falcon (14)	209,000	St. Joseph (1)	58,000
Florence & Lee (1)	210,000	St. Mary (8)	417,500
Frances R. (7)	453,500	St. Nicholas (1)	190,000
Frankie & Jeanne (5)	9,500	St. Peter (6)	305,000
		St. Peter III (5)	269,500
Gaetano S. (5)	605,500	St. Providence (7)	46,000
Gertrude E. (11)	9,500	St. Rosalie (1)	93,000
Giacoma (11)	31,500	St. Stephen (3)	22,500
Golden Eagle (1)	140,000	St. Victoria (4)	362,500
		Salvatore & Grace (1)	46,000
Helen B. (2)	72,000	Sea Hawk (1)	160,000
Holy Family (3)	286,000	Sebastiana C. (8)	497,500
Holy Name (5)	259,000	Serafina N. (1)	51,500
		Serafina II (4)	190,500
Ida & Joseph (1)	51,000	Star of the Sea (1)	15,000
Immaculate Concept'n (6)	285,000	Sunlight (2)	190,000
Irene Y. (2)	320,000		
		Theresa R. (1)	105,000
Jackie B. (7)	257,000	Theresa M. Boudreau (1)	220,000
Jackson & Arthur (3)	75,500	Tina B. (2)	161,500
J. B. N. (6)	467,500	Tipsy Parson (11)	35,000
Joseph & Lucia (3)	311,000		
Joseph S. Mattos (1)	170,000	Victoria (6)	5,000
Josie II (8)	103,000	Villanova (1)	230,000
		Vincie N. (5)	563,000
Killarney (5)	632,500	Virginia Ann (6)	164,500
Kingfisher (1)	220,000		
		We Three (1)	3,000
Lady of the Rosary (3)	166,500		
Linda B. (5)	45,000		

## Scallop Landings (Lbs.)

Angie & Irene (1)	3,000	Sylvester Whalen (2)	22,000
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## NEW YORK

### Scallop Landings (Lbs.)

Angie & Irene (1)	8,600	Miriam A. (2)	18,200
Beatrice & Ida (1)	11,000	Norseman (1)	11,000
Carol-Jack (2)	22,000	Richard Lance (1)	11,000
David A. (1)	7,400	S. No. 31 (1)	8,200
David B. (1)	5,000		

## STONINGTON (Conn.)

America (2)	4,100	Lt. Thos. Minor (14)	25,900
Averio (12)	7,500	Lisboa (3)	6,200
Bette Ann (14)	11,100	Little Chief (14)	10,600
Carl J. (9)	31,400	Maria and Julia (1)	600
Carolyn & Gary (6)	4,000	Marise (10)	13,000
Connie M. (6)	8,100	Old Mystic (15)	55,000
Fairweather (3)	10,800	Our Gang (1)	4,300
Irene & Walter (4)	13,600	William B. (6)	10,400
Jane Dore (10)	6,400		

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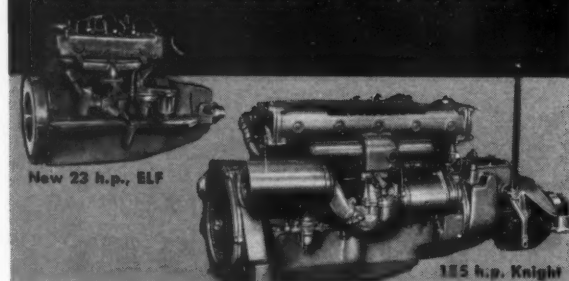
# NORDBERG®

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Power you can bank on...  
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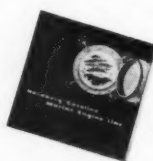
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Alphonso (7)	75,500	Michigan (2)	258,400
Angie & Florence (3)	64,900	Mother Frances (2)	104,500
Arlington (2)	183,500	Nautilus (2)	98,800
Atlantic (2)	156,200	New Star (2)	206,900
Baby Rose (3)	158,400	Notre Dame (4)	192,700
Bay (3)	293,600	Ocean Clipper (2)	67,100
Bonnie (3)	351,400	Ocean Wave (3)	69,800
Bonnie Billow (1)	74,900	Olympia LaRosa (3)	151,100
Bonnie Breaker (1)	55,500	Pam Ann (3)	255,200
Brighton (2)	98,700	Patty Jean (2)	238,400
Buzz & Billy (3)	118,000	Phantom (2)	370,500
Cambridge (2)	234,200	Plymouth (3)	195,600
Cap'n Bill (1)	22,000	Princess (2)	43,400
Caracara (2)	48,800	Racer (2)	211,500
Carmela Maria (4)	150,000	Raymonde (2)	82,200
Carmen & Vince (3)	144,300	Red Jacket (3)	536,500
Charlotte M. (1)	59,000	Regina Maria (2)	95,900
Comet (2)	177,200	Roma (1)	9,500
Eagle (1)	57,000	Rosa B. (2)	223,200
Elizabeth B. (2)	163,800	Rosie (4)	56,300
Ethelena (4)	148,800	Rush (3)	269,500
Flying Cloud (1)	213,500	St. Angelo (3)	94,600
Four (2)	159,000	St. Anna (1)	600
Geraldine & Phyllis (2)	134,200	St. Joseph (1)	34,300
Hazel B. (1)	105,000	St. Marco (3)	117,400
Jane B. (3)	240,800	St. Nicholas (1)	143,600
J. B. Junior (2)	173,000	St. Rosalie (3)	61,500
Jeanne D'Arc (2)	69,100	Salvatore (6)	4,500
Jennie & Lucia (1)	43,600	San Calogero (1)	8,500
Josephine P. II (3)	94,900	Santa Maria (3)	72,700
Katie D. (1)	63,500	Santa Rita II (5)	59,300
Lawrence Scola (1)	40,700	Stanley B. Butler (2)	125,400
Leonarda (5)	36,000	Star of the Sea (3)	84,200
Leonard & Nancy (3)	79,300	Swallow (1)	50,100
Luckimee (1)	153,000	Terra Nova (2)	195,000
Manuel F. Roderick (3)	150,600	Texas (3)	217,100
Maria Christina (1)	8,500	Thomas D. (3)	122,600
Maria Del S. (2)	26,000	Thomas Whalen (2)	131,300
Maria Giuseppe (3)	3,200	Villanova (3)	109,500
Mary & Joan (2)	147,400	Weymouth (1)	78,800
Mary Ann (1)	38,700	Wild Duck (1)	99,000
Mary Rose (1)	107,000	William J. O'Brien (3)	287,600
M. C. Ballard (1)	55,200	Winchester (3)	318,400
		Wisconsin (3)	328,000

## Swordfish Landings (No. of Fish)

Christine & Dan (1) 58

## PORTLAND (Me.)

Agnes & Elizabeth (3)	180,000	Medan (1)	270,000
Alice M. Doughty II (4)	219,000	Mocking Bird (3)	272,000
Andarte (3)	275,300	Nora D. Sawyer (5)	70,700
Ariel (5)	91,500	Ocean Life (2)	700,000
Bobby & Jack (2)	107,000	P. K. Hunt (1)	122,500
Challenge (1)	28,000	Rebecca II (19)	430,000
Challenger (22)	563,100	Resolute (2)	115,000
Crescent (22)	852,100	St. George (2)	400,000
Dorothy & Ethel II (3)	97,000	St. Joseph II (14)	261,500
Elinor & Jean (4)	99,000	Theresa R. (2)	186,000
Gulf Stream (1)	215,000	Vagabond (3)	230,000
Lawrence Scola (8)	245,000	Vandal (3)	277,000
Lawson (2)	120,000	Vida E. II (24)	599,600
Marie H. (14)	257,000	Voyager (2)	93,000
Mary & Helen (13)	264,000	Wawenock (1)	250,000
Mascot (19)	367,900	Winthrop (1)	200,000

## Scallop Landings (Lbs.)

Debbie Jo-Ann (2) 34,000

## WOODS HOLE (Mass.)

Arnold (5)	42,200	Metacomet (7)	88,900
Bernice (3)	18,000	Mildred & Myra (6)	104,700
Bluefin (7)	65,300	Minkette (3)	19,900
Bozo (2)	13,500	Morning Star (6)	31,800
Carl Henry (2)	46,700	Nancy (1)	1,100
Curlaw (4)	32,100	Papoose (1)	10,200
Dauntless (3)	48,200	Patsy (4)	17,700
Debenezer (1)	1,500	Rita (3)	16,300
Fancy (1)	1,400	Rozann (3)	39,400
Harvest (1)	2,900	Serafina (2)	3,400
Intrepid (1)	1,800	Sleepy (1)	1,200
Isabelle J. II (1)	16,700	Southern Cross (1)	18,400
Janet & Elise (3)	9,800	Stanley (2)	3,400
Jojarono (6)	28,900	Stella Maris (1)	3,500
Judy Sue (3)	4,100	Theresa (8)	114,500
Kathy Dick (4)	4,900	Three Bells (1)	7,900
Little Lady (7)	20,300	Viking (1)	50,900
Madeline (4)	11,900	Winifred M. (5)	
Margie L. (2)	14,400		

## Scallop Landings (Lbs.)

Bright Star (1)	10,100	Sippican (1)	11,000
Pearl Harbor (2)	21,100	Smilyn (1)	10,100

## Swordfish Landings (Lbs.)

Gertrude D. (1) 6,700

## A 4" Tobin Bronze Shaft delivers power for this new scalloper



The 70-foot scallop dragger, "Stephen R.," recently built by Harvey F. Gamage of South Bristol, Me., has a 4-inch Tobin Bronze Shaft to deliver power dependably from its 260-hp diesel.

Tobin Bronze propeller shafting resists sea water corrosion. It is strong and tough—yet "gives" under sudden jars to lessen the possibility of damage to bearings and housings. It is available through leading distributors of marine supplies. For detailed information, see your distributor or write: The American Brass Company, Waterbury 20, Conn. \*Reg. U.S. Pat. Off. 571118

**FOR MOST APPLICATIONS.** Here's why Tobin Bronze\*, an exclusive Anaconda product, has for 70 years been first choice of boatbuilders and boatowners for dependable propeller shafting. It is manufactured by special rolling processes which impart to this time-tested alloy an unusual combination of tensile strength, fatigue resistance, toughness, and high yield strength.



**FOR HIGH SPEED, HEAVY DUTY.** Tempaloy\* Shafting is a popular companion of Tobin Bronze. This corrosion-resistant aluminum bronze combines exceptional strength and toughness with high resistance to shock, and is used for high speed and heavy duty work which requires maximum shaft strength and toughness with comparatively light weight.

## ANACONDA® MARINE BRASS AND BRONZE

### ROCKLAND (Me.)

Carlene (2)	12,300	Ocean (2)	415,000
Elin B. (2)	78,000	Quincy (1)	200,000
Ethel B. (3)	7,900	Resolute (1)	30,000
Flo (3)	156,000	Romerly (1)	33,500
Helen Mae II (2)	94,000	Squall (1)	300,000
John J. Nagle (1)	160,000	Storm (2)	550,000
Little Growler (4)	172,000	Surf (1)	320,000
Louise G. (3)	64,300	Tide (2)	580,000
Mabel Susan (4)	72,500	Wave (2)	620,000

### Scallop Landings (Lbs.)

Pocahontas (1)	11,000	Rhode Island (2)	22,000
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### NEW BEDFORD (Mass.)

Adventurer (4)	72,800	Kelbarsam (3)	53,500
Annie Louise (4)	38,700	Little Sam (1)	16,000
Annie M. Jackson (3)	61,500	Lorine III (2)	44,000
Austin W. (2)	46,500	Lynn (2)	19,700
Barbara M. (3)	63,000	Major J. Casey (3)	84,500
Cap'n Bill II (3)	78,400	Marie & Katherine (2)	44,700
Carl Henry (1)	24,000	Mary E. D'Eon (2)	48,000
Charles E. Beckman (4)	53,000	Mary Tapper (3)	102,700
Christina J. (3)	87,000	Midway (3)	152,100
Comber (2)	26,800	Minkette (1)	2,600
Connie F. (3)	77,000	Molly & Jane (3)	59,200
Ebenezer (1)	7,900	Pauline H. (3)	202,800
Elva & Estelle (2)	27,200	Phyllis J. (4)	45,700
Eugene & Rose (2)	35,200	Roberta Anne (4)	90,700
Evelina M. Goulart (1)	35,200	Rosemarie V. (2)	46,900
Flavia (1)	2,900	Ruth & Nancy (1)	13,000
Gannet (3)	135,200	St. Ann (2)	41,800
Gladys & Mary (3)	125,000	Sea Rambler (2)	35,000
Growler (3)	71,300	Shannon (3)	48,000
Harmony (2)	39,500	Solveig J. (3)	185,300
Hope II (2)	44,700	Stella Maris (3)	46,600
Invader (3)	107,800	Sunbeam (3)	68,800
Ivanhoe (2)	33,100	Susie O. Carver (3)	32,400
Jacintha (3)	131,200	Teresa & Jean (4)	244,900
Janet & Jean (2)	65,800	Two Brothers (3)	32,300
Jimmy Boy (1)	15,800	Venture I (3)	115,400
Joan & Tom (2)	38,800	Victor Johnson (3)	63,100
Julia DaCruz (3)	65,400	Viking (2)	75,000
Katie D. (2)	93,000	Whaler (3)	122,200

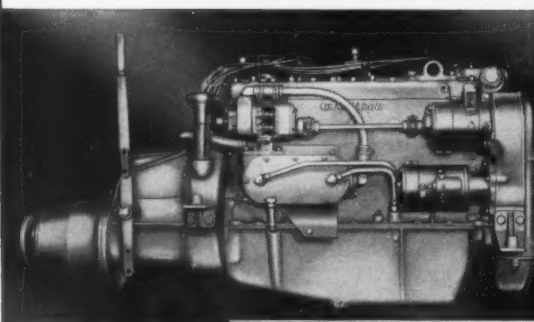
### New Bedford Scallop Landings (Lbs.)

Abram H. (2)	22,000	Kingfisher (3)	33,000
Agda W. (2)	15,400	Laufen Fay (3)	33,000
Aloha (2)	22,000	Linda & Warren (3)	29,000
Alpar (2)	22,000	Linus S. Eldridge (2)	22,000
Amelia (2)	22,000	Louis A. Thebaud (3)	33,000
Babe Sears (2)	22,000	Louise (2)	22,000
Baltic (3)	33,000	Lubenray (2)	22,000
Barbara & Gail (2)	22,000	Malene & Marie (3)	33,000
B. Estelle Burke (2)	22,000	Marjorie M. (3)	11,200
Bobby & Harvey (2)	22,000	Marmax (2)	22,000
Brant (1)	11,000	Mary Anne (2)	22,000
Bright Star (1)	11,000	Mary J. Hayes (2)	22,000
Brother Joe (2)	12,500	Mary J. Landry (2)	22,000
Camden (2)	22,000	Michael F. Densmore (1)	11,000
Carol & Estelle (2)	22,000	Moonlight (2)	22,000
Catherine & Mary (3)	26,400	Muskegon (2)	22,000
Catherine C. (1)	11,000	Nancy Jane (2)	20,500
Charles S. Ashley (2)	22,000	Nellie Pet (1)	11,000
Clipper (3)	33,000	New Bedford (2)	22,000
Dartmouth (2)	22,000	Newfoundland (2)	22,000
David A. (1)	11,000	Noreen (2)	22,000
Dorothy & Mary (2)	22,000	Norseman (1)	10,000
Edgartown (3)	33,000	Pelican (2)	22,000
Eleanor & Elsie (2)	22,000	Porpoise (2)	22,000
Elizabeth N. (2)	22,000	Rosalie F. (2)	22,000
Empress (2)	22,000	Rush (2)	22,000
Enterprise (2)	22,000	Ruth Moses (2)	22,000
Eugene H. (3)	33,000	Sea Ranger (2)	22,000
Eunice-Lilian (3)	33,000	Sippican (2)	22,000
Fairhaven (2)	22,000	Smilyn (1)	11,000
Felicia (2)	22,000	S. No. 31 (1)	11,000
Flamingo (2)	22,000	Stanley M. Fisher (1)	11,000
Fleetwing (2)	22,000	Ursula M. Norton (3)	33,000
Florence B. (2)	22,000	Vivian Fay (3)	33,000
Friendship (3)	33,000	Wamsutta (3)	33,000
Jerry & Jimmy (3)	28,000	Whaling City (1)	11,000
John G. Murley (2)	22,000		
Josephine & Mary (3)	33,000		

### Swordfish Landings (No. of Fish)

Flavia (1)	4	Rodman Swift (1)	6
Jennie M. (1)	11	Rose Jarvis (1)	19
		Samson Joy (1)	19

# Ten Years At Hard Labor AND STILL GOING STRONG



## This Engine Can Take It!

The fishing vessel shown here is owned and operated by Logan M. Edward of Quathiaski Cove, British Columbia. His letter to us said:

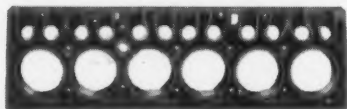


"This engine has certainly given me fine service. It was purchased in November of 1946, has been in constant service since then, and has never had a major overhaul other than valve grinding. This engine is a Gray Lugger Six-226 with 2.5:1 reduction. It has never been rehoned and still doesn't burn oil."

LOGAN M. EDWARD

Thank you, Mr. Edward. Your experience confirms the reputation that Graymarine engines have earned in workboat service. The secret of why they last longer is in the heavy-duty cylinder block—hard and close-grained—cast from chrome nickel iron, with water jacketing completely surrounding every cylinder bore. Most other engines do not have this feature, mighty important in marine work. It insures even expansion, keeps cylinders round, reduces piston wear.

Sawed-off section of cylinder block shown below tells the story!



GASOLINE AND DIESEL ENGINES—25—200 HP

# GRAYMARINE

GRAY MARINE MOTOR COMPANY  
DETROIT 7, MICHIGAN

## SEATTLE Halibut Fleet Fishery

Addington (1)	50,000	Marilee Ann (1)	21,000
Akutan (1)	65,000	Martindale (1)	42,000
Alaska Queen (1)	65,000	McKinley (1)	85,000
Alma J. (1)	62,000	Merit (1)	6,000
Alrita (1)	68,000	Midway (1)	44,000
Angeles (1)	18,000	Nanna (1)	24,000
Antoinette L. (1)	20,000	National (1)	12,500
Arne (2)	31,500	New Queen (1)	60,000
Arrow (1)	27,000	Nightingale (1)	10,500
Atlantic (1)	45,000	Norrone (1)	45,000
Bergen (1)	26,000	North (1)	58,000
Bonanza (1)	14,000	Northern (1)	63,000
Borghild (1)	22,000	Nova (1)	20,000
California (1)	24,000	Oceanus (1)	24,000
Chelan (1)	27,000	Orbit (1)	15,000
Chelsea (1)	53,000	Ozzy R. (1)	24,000
Christian S. (1)	30,000	Pacific (1)	68,000
Constitution (1)	65,000	Polaris (1)	65,000
Coral (1)	32,000	Premier (2)	7,300
Crest (1)	26,000	Radiant (1)	15,500
Daniel G. (1)	10,000	Rainbow (1)	5,500
Dean (1)	16,000	R & H (1)	40,000
DeLuxe (1)	26,000	Rainier (1)	7,600
Dolphin (1)	33,000	Recovery (1)	48,000
Eastern (1)	14,500	Regina (1)	60,000
Eclipse (1)	60,000	Republic (1)	64,000
Eldorado (1)	30,000	Resolute (1)	54,000
Estep (1)	42,000	Roselene (1)	58,000
Ethel S. (1)	30,500	St. John II (1)	42,000
Evening Star (1)	60,000	Salute (1)	65,000
Faith II (1)	23,000	Sanak (1)	33,000
Flying Tiger (1)	52,000	Sandra L. (1)	36,000
Forward (1)	5,000	Sea Bird (1)	54,000
Freya (1)	20,000	Seagull (1)	13,000
Hazel H. (1)	18,500	Seymour (1)	68,000
Ikaros II (1)	12,000	Shirley J. (1)	32,000
Inez M. (1)	26,500	Sonar (1)	15,000
Irene G. (1)	52,000	Sonja (1)	27,000
J. B. (1)	30,000	Soupfan (1)	65,000
Lady Olga (1)	55,000	Summit (1)	24,000
Lane (1)	8,000	Sylvia (1)	45,000
Leading Lady (1)	34,000	Tatoosh (1)	15,500
Liberty (1)	50,000	Thor (1)	57,000
Lindy (1)	55,000	Tongass (1)	55,000
Lloyd (1)	45,000	Velvet (1)	17,000
Lorelei (1)	29,000	Vigorous (1)	60,000
Maddock (2)	29,200	Wesley (1)	4,000
Marconia (1)	66,000	Yaquina (1)	30,000
		Zenith (1)	60,000

## South Carolina Laboratories Receive Grant for Pond Culture of Oysters

The Charleston Scientific, Cultural and Educational Foundation has granted a \$15,000 fellowship to G. Robert Lunz of Bears Bluff Laboratories, Wadmalaw Island, to continue studying pond culture of oysters. Awards from the grant will be spread over the next three years.

The purpose of the pond culture is to control pests and diseases which destroy oysters. Most serious dangers are a sponge which weakens the young oyster and the crowding out of young oysters by the older ones. Lunz said both these dangers can be controlled, and it is to this task that the fellowship will be directed.

Mr. Lunz has been carrying on work in pond cultivation of oysters since 1946. The grant will enable him to expand his facilities and extend his work, with better environmental controls in the ponds. It is planned to pump water into the ponds from fresh and salt water sources so that the desired salinity conditions can be obtained.

As part of the study, a program for collecting seed will be carried out using techniques already proven to be successful in South Carolina waters.

## Landings Show Decrease

Landings of fish and shellfish in South Carolina during April totaled 437,000 pounds. Compared with the previous month this was a decrease of 272,000 pounds. A drop in the catch of blue crabs was the principal reason for the decline.



## Maryland Oyster Drill Studies Are Being Intensified

The destructive oyster drill has been the subject of considerable study this season, with the University of Maryland, the Fish & Wildlife Service and the Department of Research and Education combining efforts to study drill populations in a preliminary step to their eventual control.

Another step toward controlling the drills was made recently when a laboratory was established at Franklin City, Va., below Stockton, Md. The laboratory will staff three full-time biologists and two biological aides during the Summer months. Thomas Carver of Snow Hill, Md., is in charge of the group, which will direct its main efforts toward the development of an effective water barrier—one so constructed as to keep the screw borers from invading productive oyster beds.

### Kerr Named Chairman of Watermen's Group

At a recent meeting of the Kent chapter of the Commercial Watermen's Assoc., C. Bradley Kerr again was named chairman. Five directors also were selected at this meeting—Irving Crouch, Stewart Edwards, Weldon Joiner, Copeland Hubbard and Walter Fithian.

A special meeting was to be held the middle of June for discussion of a plan to raise funds for promoting the interests of the working watermen by imposing a small tax based upon the catch of each crew. A similar plan has been in effect among the Queen Anne's County clammers, and it has enabled them to publicize their side of the recent controversy, as well as to have funds at hand to employ legal aid when needed.

### Crab Catches Improve

During the last week in June a small increase in the catch of crabs was noted. The biggest gain was in the peeler crab class, with the catch of hard crabs showing only a slight increase.

The hot weather, however, took its toll of peeler crabs, and a number of sheddors reported that in some cases they lost from 25 to more than 50 percent of the peeler crabs that were put in their shedding floats.

The majority of crabs caught in local waters since the season opened were brought in by the crab-potters. Scrapers and trot-liners state their operations have barely been paying expenses.

Most of the crab-processing houses have been receiving the bulk of their hard crabs from Seaside and other points in Virginia, where the climate conditions have been more favorable to crabs. Large numbers of peeler crabs also have been coming in to local sheddors from Virginia.

### Proper Insulation of Shrimp Holds Reduces Ice Consumption

Shrimp vessel fishing costs may be cut by reducing excessive ice consumption through the proper insulation of holds, according to an engineering study made for the U. S. Fish and Wildlife Service. Careful insulation of the holds, the study revealed, may reduce the consumption of ice in the hot Summer months by as much as 700 pounds every day the vessel is at sea.

A balance must be struck between conserving ice and bathing the shrimp in the holds with water from the melting ice. Three inches of insulation on the hull and four inches on the deck and engine room bulkheads appears to approximate this balance. An additional inch is recommended for steel hulls. Too heavily insulated holds will save on ice, but may result in the formation of "black spot" on the shrimp shell when the water film from melting ice is inadequate to reduce direct access to oxygen from the air.



**"UNDERWATER OVERHEAD!"**  
can cut into your profits!



You make more money with

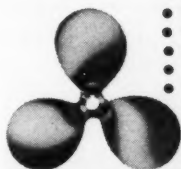
## COLUMBIAN PROPELLERS

because they give you

- FASTER RUNS
- MORE FISHING OR DRAGGING TIME
- SHORTER WORK HOURS
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They're YOUR ONE BEST BUY for lasting quality and performance

FOR NEW EQUIPMENT AND REFITTING, BE SURE TO SPECIFY COLUMBIAN PROPELLERS!



**COLUMBIAN BRONZE CORP.**

FREEPORT, L. I., NEW YORK

## Hatteras "58" Trawlers Equipped with RITCHIE Globe Master

5" Globe Master  
in special deck  
mount binnacle  
Model No. C-453



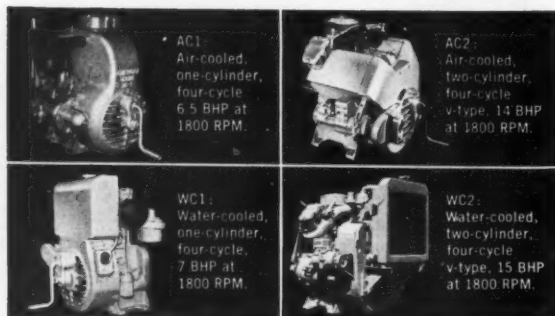
### Has these Features:

- Anti-Vibration Mounting
- Internally Gimballed
- Heavy Gauge Brass Case
- Indirect Lighting
- Bellows-Type Expansion Chamber

**E. S. RITCHIE & SONS INC.**  
PEMBROKE, MASS. Established 1850

# THE BIG 4 IN DIESEL POWER

AMERICAN MARC Inc. dominates the field of lightweight, low-horsepower Diesels by building its diversified line from the "Big Four" basic models illustrated here. Purchase and maintenance of engines and parts are simplified by the use of these compact and rugged prime movers.



AC1:  
Air-cooled,  
one-cylinder,  
four-cycle  
6.5 BHP at  
1800 RPM.

AC2:  
Air-cooled,  
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at 1800 RPM.

WC1:  
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four-cycle  
7 BHP at  
1800 RPM.

WC2:  
Water-cooled,  
two-cylinder,  
four-cycle  
v-type, 15 BHP  
at 1800 RPM.

AMERICAN MARC also manufactures Diesel generating plants from 3 to 10 KW (AC or DC, and industrial three-phase), Diesel pumping units from 4 to 1700 GPM, marine propulsion, refrigeration units and power-packages for other services. American MARC can adapt any of its Big 4 engines to fit every job requiring from 5 to 20 BHP.

SOME DESIRABLE SALES TERRITORIES ARE STILL OPEN.  
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AMERICA'S LARGEST MANUFACTURER OF AIR-COOLED DIESELS

## B.F. Goodrich Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble-free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment Dealers.

**Lucian Q. Moffitt, Inc.**

AKRON 8, OHIO

Engineers and National Distributors

## Texas Shrimp Catch Shows Big Gain

With the exception of two tropical disturbances in the Gulf to discourage long trips, weather conditions were favorable for good shrimping in the Gulf of Mexico and Texas bays during June.

Incomplete returns at principal ports showed landings totaling 2.3 million pounds of heads-off shrimp. Unofficial total landings for the first six months were 11.2 million pounds, an increase of 3.3 million pounds over the same period in 1956. The Corpus Christi-Aransas Pass area was first in production, with Brownsville second.

Bay shrimping has been disappointing, with only a few small boats working. Shrimp are plentiful, but too small to count. Many are being shipped out of State for drying. Demand has been good and prices firm for most grades.

Edible finfish landings have been a little above average.

## Laguna Madre Closed to Netting

Governor Daniel has signed Rep. Murray's bill which closes Laguna Madre in Cameron County to netting of fish. This is the climax of eight years of legislative battle by Cameron County to stop netting. The bill was sponsored by the Sportsmen's Association.

The condition of the water in Laguna Madre is causing considerable alarm to fishermen and marine biologists. Late last month the water was decidedly red in color and fishing was poor. Samples have been analyzed by the Texas Game and Fish Commission and by private laboratories, but no decision has been reached as to the cause. Many dead fish have been reported along the beaches in the lower lagoon.

Tests made by A & M College showed salinities ranging from 26 to 60, in spite of considerable rainfall which drained into the lagoon. According to some reports, a count of 70, or slightly above, can be reached before fish are affected.

## Shrimp Trawler Saved

During a severe storm recently the shrimp trawler 40 Fathoms No. 30 was beached on desolate St. Joseph's Island. Finding it impracticable to refloat the vessel from the low sandy beach, a wrecker crew from Aransas Pass lifted the trawler onto wheeled trucks and transported it through four and one-half miles of sand dunes to relaunch it in Aransas Bay. The vessel is owned by Alphen Seafoods Co.

## Hurricane Warning Systems Improved

With the hurricane season underway—starting officially on June 15—the Coast Guard again has issued warnings in an effort to provide better safety measures for men and ships in the Gulf of Mexico and adjoining waters.

Warning systems covering the Caribbean, Atlantic Coast and Gulf of Mexico have been much improved, with the installation of radar equipment in a number of cities on the Gulf fringe from Tampa, Fla. to Brownsville, Texas. Radar can "see" storms up to 150 miles away.

Patrol planes will patrol hurricane spawning grounds from sea level to an altitude of 40,000 feet. Instructions have been issued to be followed by vessels at sea as to procedure in case of storms. These include: 1. Instruction of crews; 2. Presailing check of vessel, machinery, and equipment for seaworthiness; 3. Provision of strong ground tackle; 4. Evasion of storm center; 5. Seeking of shelter in nearest port.

## Seeks Use for Trash Fish

A Texas scientist, Dr. W. W. Meinke, is seeking some use for millions of pounds of trash fish caught annually by commercial fishermen. Dr. Meinke is head of the chem-

urgic laboratory of the Texas A and M College Engineering Experiment Station at College Station.

He has been conducting experiments which may result in the production from trash fish of a high quality protein supplement for poultry feed. Initial valuation indicates the presence of about 18 pounds of protein per 100 pounds of fish.

### New Shrimp Growth Chart

The marine laboratory of Texas A & M College at Galveston has worked out mathematical equations setting up the first known growth chart for shrimp. The equations will indicate to the industry and to scientists the rate of growth in the field, and possible reasons for changes in the shrimp population.

By knowing how to measure the shrimp from an established chart, industry and scientists will be able to determine while still at the fishing or landing site how many pounds are in a catch. The growth chart will aid workers in the processing assembly lines in packaging shrimp of a predetermined size, weight and volume. They will be able to count off how many shrimp make up a pound to the box—instead of taking time to weigh boxes as they do now. Also a fisherman will know what size net to dip into waters to pick a certain size shrimp.

### Harris Heads Western Trawl & Supply

Western Trawl & Supply Co. is the new name of the Western Net Shop, Freeport, Texas. The partnership of Harris and Rhodes, which operated the former firm has been dissolved, and V. L. Harris is sole owner of the new Company.

Western Trawl & Supply makes "Western Jib" shrimp trawls and is distributor of a complete line of netting, manila rope and wire trawling cable, including the products of New Bedford Cordage Co. and Rochester Ropes Inc.

### Hydraulic Power Block

(Continued from page 13)

grams and all hydraulic components for installation on any existing boom at moderate cost. The new type boom arrangement could be used on seiners, trawlers, and fish packing vessels, where the large expense of the rotating crane is prohibitive. Together with the new Marco hydraulic boom winches, it provides a very flexible, low cost hoisting device.

Last Fall when Mr. Puretic and Peter G. Schmidt, Jr., president of Marine Construction & Design Co., were in Europe, they learned of a different type of purse ring being used in Iceland and Norway, which would be of benefit to the menhaden fisheries. Since February of this year, the Company has been manufacturing a snap purse ring which has received welcome acceptance.

Inventor Puretic came to this country from the Adriatic Island of Dalmatia in 1928. He was employed for some years as a steel worker, but later worked as a ship's rigger with a number of West Coast shipyards. He was working as engineer on a tuna boat out of Mexico when the Power Block idea was born.

Sharks which infest Pacific waters habitually attack the tuna nets as the fish are drawn in, doing tremendous damage, particularly to the half that is last taken from the water. Puretic conceived the idea that if the net could be pulled in twice as fast it might be possible to escape the shark damage entirely. The result was the first model of the Power Block.

Puretic now holds patents for his block in 34 different countries. The Puget Sound salmon industry, where the block was adopted in 1955, served as the springboard from which fame of the new device spread around the world.

Power Blocks are made in five sizes by Marine Construction & Design Co. In addition to the 25" block designed especially for menhaden, there is a 12" diameter block for power skiffs, an 18" model for small seiners, a 28" unit for Alaska Limit seining, and a 35" block for Alaska and British Columbia herring and California tuna and herring seining.

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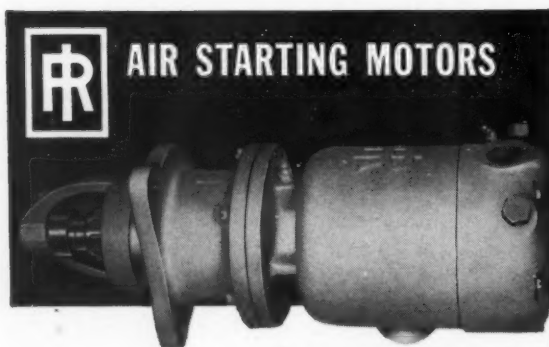
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## **Connecticut Lobster Hauls Show Improvement**

Stonington's lobster fishermen report that their hauls are picking up, and they expect a sharp upswing in activity during the month of July. To date, lobstermen have been able to supply their regular customers, but have had few lobsters left over to carry on their normally lush dock-side trade.

A combination of fog, lack of suitable landing facilities and other factors resulted in a sharp decrease in total fish landings at Stonington docks during the month of June. The draggers brought in only 663,000 pounds of fish, including 223,000 pounds of market species and 440,000 pounds of industrial fish. This compared with total production of 1,114,500 pounds during May.

### **Provides for Hearings on Fill Dredging**

The Senate concurred with the House recently in approving a bill under which permits must be secured from the Water Resources Commission for dredging of fill from coastal waters for profit or commercial use. The bill requires public hearings before the Commission can grant permits, and stems from controversy raised by dredging of fill from Long Island Sound off Westport for use in Connecticut turnpike construction.

It is hoped that an amendment to the bill can be made the next time the Legislature meets, in order to get representation on the Water Resources Commission of a member of the Fish and Game and Recreation Commission. A member of the State Shell Fish Commission appointed in 1957 is to be on the Water Resources Commission.

### **Rodericks Land Swordfish**

Members of the Roderick family, one of the best known fishing families in Stonington, have returned from their annual swordfishing expedition, which kept them away from their home port for nearly a month. During the voyage they landed a total of 38 swordfish.

The Rodericks, who operate some five draggers in the fleet, joined forces aboard the *Luann* skippered by George Roderick for the annual trip, which took them to points more than 150 miles off Nantucket Island and some 600 miles from their home port.

### **Jacobs Reappointed**

Capt. Israel M. Jacobs, former business manager of the Southern New England Fishermen's Association, has been reappointed by the Fish & Wildlife Service to check returns of the Stonington dragger fleet for another year.

### **Secretary Leffler's Advisory Group Holds First Meeting in Washington**

To assist him in carrying forward the provisions of the Fish and Wildlife Act of 1956, Ross Leffler, Assistant Secretary of Interior for Fish and Wildlife, recently appointed an Advisory Committee consisting of 24 persons representative of various segments of the fish and wildlife field. Appointees were named for three-year terms, and they held their first meeting in Washington June 12 and 13.

Most of the time of the first meeting was devoted to reports by personnel of the Bureaus of Commercial Fisheries and Sports Fisheries and Wildlife. Donald L. McKernan, Director of the Bureau of Commercial Fisheries, and his staff, reviewed the following matters affecting commercial fisheries: Pacific Oceanic Fisheries Investigations, International fisheries commissions, tariffs and trade agreements, Saltonstall-Kennedy activities, amendments to the White Act and other legislation, new de-

velopments in fishing, underwater TV in fisheries research, the operation of the Market News Service and fish promotion campaigns.

Representatives of the commercial fishing industry on the Advisory Committee are as follows: Charles E. Jackson, National Fisheries Institute; Don McKee, Tampa Shrimp Producers Association, Inc.; Richard Reed, Maine Sardine Council; Thomas D. Rice, Massachusetts Fisheries Association, Inc.; John Linehan, Seafood Producers Association, Inc.; George Steele, National Cannery Association; W. C. Arnold, Alaska Salmon Industries; Wilbert M. Chapman, American Tunaboat Association.

## New Jersey Clam Boat Skippers Ruled Independent Contractors

In a decision handed down last month, the National Labor Relations Board ruled that clam boat captains are independent contractors and the crew members their employees.

The ruling was made at the request of the F. H. Snow Canning Co. of Wildwood, which owns between 25 and 30 boats, but enters into a clam purchase agreement with the captain, putting complete control and maintenance in his hands. The company agrees to buy and the captain to sell all clams dredged by the company-owned boats. The captain receives 60 percent of the result and Snow Canning Co. 40 percent.

### Pound Net Bill Expected to Pass

Passage of a bill in the State Senate which would permit the erection of pound nets in Delaware Bay from February 15 to May 15 was predicted last month. The bill is designed to open the way for harvesting the early run of mossbunkers up the bay each Spring.

At a meeting last month there was some opposition to the passage of the bill by sports fishermen and small commercial netters on the ground that such an operation in the bay would endanger the early run of weakfish. Opponents of the bill contended the early run of weakfish hits the upper bay about April 20, and the May 15 deadline for pound net operations could endanger this early run.

A biologist's report on commercial fishing pointed out that a similar pound net fishery has been carried out in the Raritan Bay with no adverse effect on sports fishing. It was also pointed out that the pound net is the most efficient gear with which menhaden can be harvested in the early Spring.

Commercial fishing representatives at the meeting said if the pound nets are successful in the bay, the work season at the New Jersey Menhaden Products plant would be extended by nearly two months, and at the same time, a market would be provided for the bay mossbunkers.

### Rule on Dumping of Clam Shells

Controversy over the dumping of clam shells in the county airport by the F. H. Snow Canning Co. has been resolved, with both the canning firm and the Lower Township officials agreeing to a consent judgment which sets dates for the dumping of the shells.

According to terms of the judgment, the Snow firm will be permitted to store shells at the airport from October to May. During the Summer, the shells are to be hauled away daily.

### Landings Show Million-Pound Increase

Landings of fish and shellfish at New Jersey ports during March totaled 5.0 million pounds valued at \$629,000. Compared with the corresponding month of 1956, this was an increase of 1.1 million pounds in volume, but a decrease of \$29,000 in value. A gain in the catch of foodfish and surf clams was largely responsible for the increased March landings.

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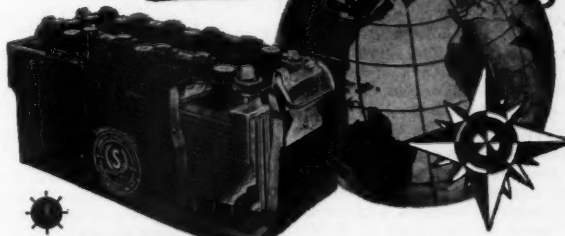
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Cummins Engine Co., Columbus, Ind.

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## FOREIGN BAILINGS

**RICH STOCKS OF COD** have been found recently off east coast of Newfoundland by Canadian Fisheries Research Board. Vast reservoir of big, fat cod is present at bottom of ocean in this area, with the fish being prevented from swimming to surface by barrier of frigid water. To get at these deep-water cod, fishermen must use longlines.

**UNEMPLOYMENT INSURANCE** regulations recently put into effect in Canada cover those employed in fishing industry. A fisherman is insurable whether he works as a wage earner, on shares, or is self-employed. It is estimated that about 50,000 fishermen are affected.

**ECUADOR LICENSE FEES** for foreign fishing vessels have been reduced from \$16.00 to \$12.00 a ton. In an emergency decree law, Government of Ecuador revoked increase of \$4.00 a ton on fishing licenses which had been in effect since June 1954.

**YUGOSLAVS AND CANADIANS** are collaborating on study of benefits of freezing sardines prior to canning. It was concluded that freshly-caught fish should be iced within a very few hours and that holding in ice should not exceed three days. Scientists found that glazed and unglazed air-frozen sardines can be held at 4°F. up to a month and make a good canned product, but they recommend that 20°F. be used in commercial practice.

**ICELANDIC FISHING SEASON** for period January-May was a disappointment, and catch will be under that of last year, which was exceptional. Government has been forced in many instances to make payments to seamen under minimum wage guarantee provisions of their contracts. Trawlers have suffered most of all, their catches having been 20 percent under last year.

**MEXICAN NAVY** has been instructed to be on lookout for "pirate" fishing boats in area between Tampico and Progreso. Patrol commanders have orders to open fire on any boat refusing to obey orders.

**NEW ZEALAND CATCH** of spiny lobster has risen from less than 1.0 million pounds in 1939 to 13.1 million pounds in 1955 (live-weight basis recovery in terms of tail portion is about one-third).

**FISHERIES MINISTER** for Canada is now J. Angus MacLean. The newly-appointed fisheries head has been a member of House of Commons for Queens, P.E.I., since 1951, having served on Standing Committee on Marine and Fisheries.

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## BOAT & GEAR MART

Classified Advertising Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th. National Fisherman, Goffstown, N. H.

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Built 1939, Enterprise engine new 1952, 240 hp. Boat 69' x 17' x 7.8'. Good condition. Ellen Endresen, 261-87 St., Brooklyn 9, N. Y. Telephone SHore Road 5-7028.

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Purse seiners, draggers, trollers, freezer vessels, tugs, barges, water taxis, cargo ships, tankers, passenger ships, dredges, yachts, surplus type vessels and used marine equipment. World-wide contacts. JERRY'S BOAT SALES, 310 West 7th St., San Pedro, Calif.

### BOAT FOR SALE

New workboat, 60' x 18' x 5', good sea boat, Gray Diesel good as new, suitable for commercial fishing or freighting. With or without dredge rig. Tel. Hampton 3-8076. Willie King, 3310 Kecoughtan Road, Hampton, Va.

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40 ft. Novie Type boat. Built in Boston, 3 years old. G.M.C. Diesel, 4-71 model. In top condition. Must sell. Salvatore Corselli, 22 Moon St., Boston, Mass. Tel. CA-7-9732.

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Kaar radio No. 222—9 channel, 150-watt input, 100-watt output, 32-volt, cost \$1050.00. 4 months old, sell for \$650.00. Also Ray Jefferson 65-watt, 32-volt, working condition. \$100.00. W. Caraker, Border Fish Co., Port Isabel, Texas.

### DIESEL ENGINE BARGAIN

Murphy 96 horses, 5½ by 6½ at 1200, never used, \$2,200. Slade, 75 Central St., Boston 9, Mass.

### BOAT FOR SALE

55' x 18' Two Pals, 6-71 GM, 225 hp., 4½:1 red. gear, Bendix recorder, telephone, \$600 hoister, direction finder, engine newly rebuilt—\$6000. Tel. EAsT Boston, Mass. 7-3515M (Molea) or LAFayette 3-6907 (Spinale).

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Starters—surplus new 12-volt, RH, heavy duty. Fit G.M., Buda, Superior, Hercules Diesels, \$35 each, or \$30 each, 10 or more. G.M. 4 and 6-71 Diesels. Fairbanks-Morse 36A with 2:1, 6 cyl., 4¼" x 7", very good condition—\$800. Superior 4 cyl., MDB, 5" x 7", very good condition—\$800. Hercules DWXDS, 150 hp., 2:1, rebuilt—\$1500. Chryslers, Chris-Crafts, rebuilds. Helwege Marine Engine Co., 741 S. Ocean Ave., Freeport, N. Y. Telephone FR. 8-0583.

### "BLUEFIN" FOR SALE

For sale, dragger *Bluefin*, fully equipped, now fishing out of Newport, R. I. 62 ft. overall, draft 7 ft., 15½ ft. beam powered by 170 horse Superior Diesel, 3:1 reduction. Loran, radio and sounding machine. Arthur Fahlen, 24 Almy St, Newport, R. I. Telephone Viking 7-7641.

### "ANNIE & LUCY" FOR SALE

Boat *Annie & Lucy*, fully equipped and ready for fishing. 68 ft., new ship-to-shore telephone, depth recorder, 120 hp. Cooper-Bessemer engine. For further information call Vito Maniscalco, 11 Hurlcroft Ave., Medford, Mass. Telephone Mystic 8-2442.

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Eastern type, built 1948, 64' long, 17' beam, 10' draft. Ices 60,000 lbs. fish, 265 hp. Hendy Diesel, Hathaway deck gear, Bendix depth finder, direction finder, Loran radio-telephone. Ruggedly built. Now fishing. Reasonable. Harold B. Essington, 24 Park Ave., Pleasantville, New Jersey. Tel. 2133.

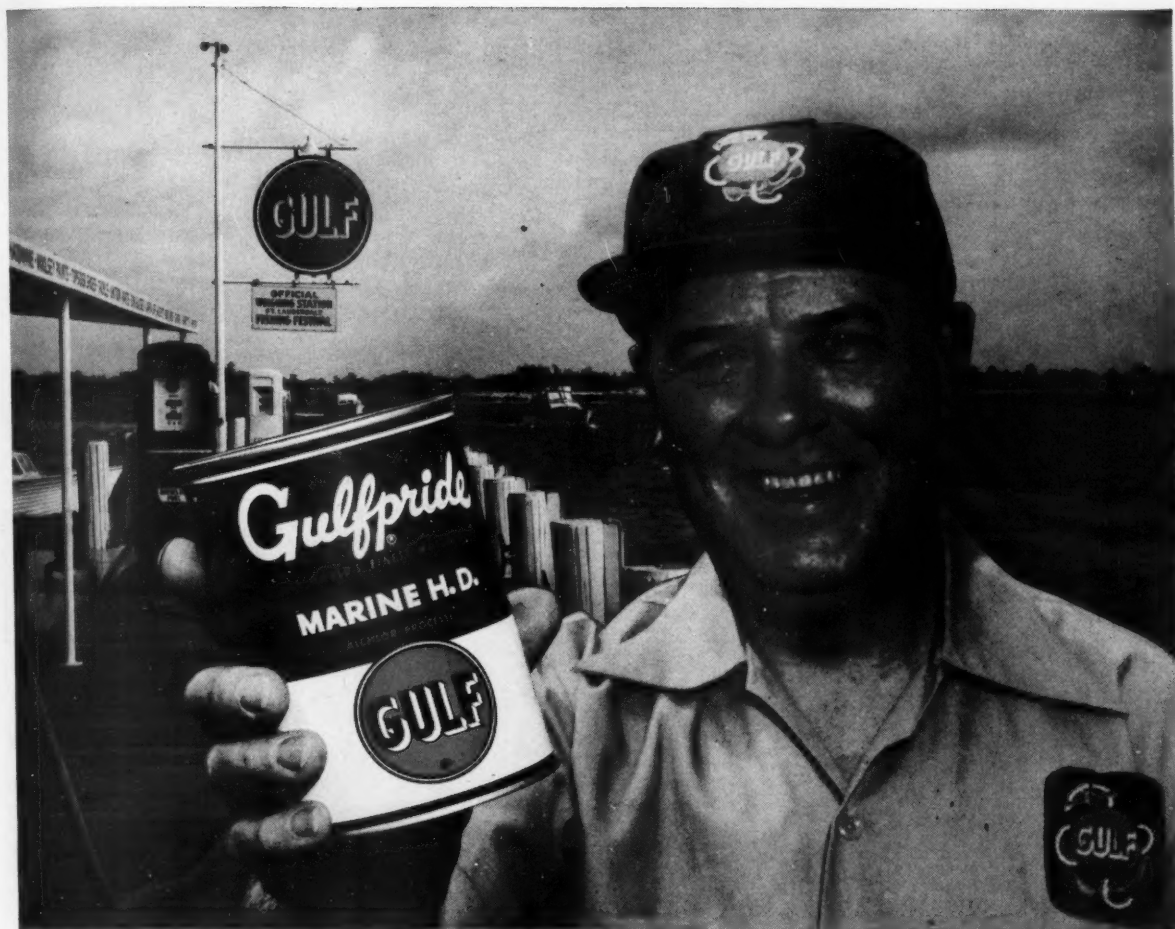
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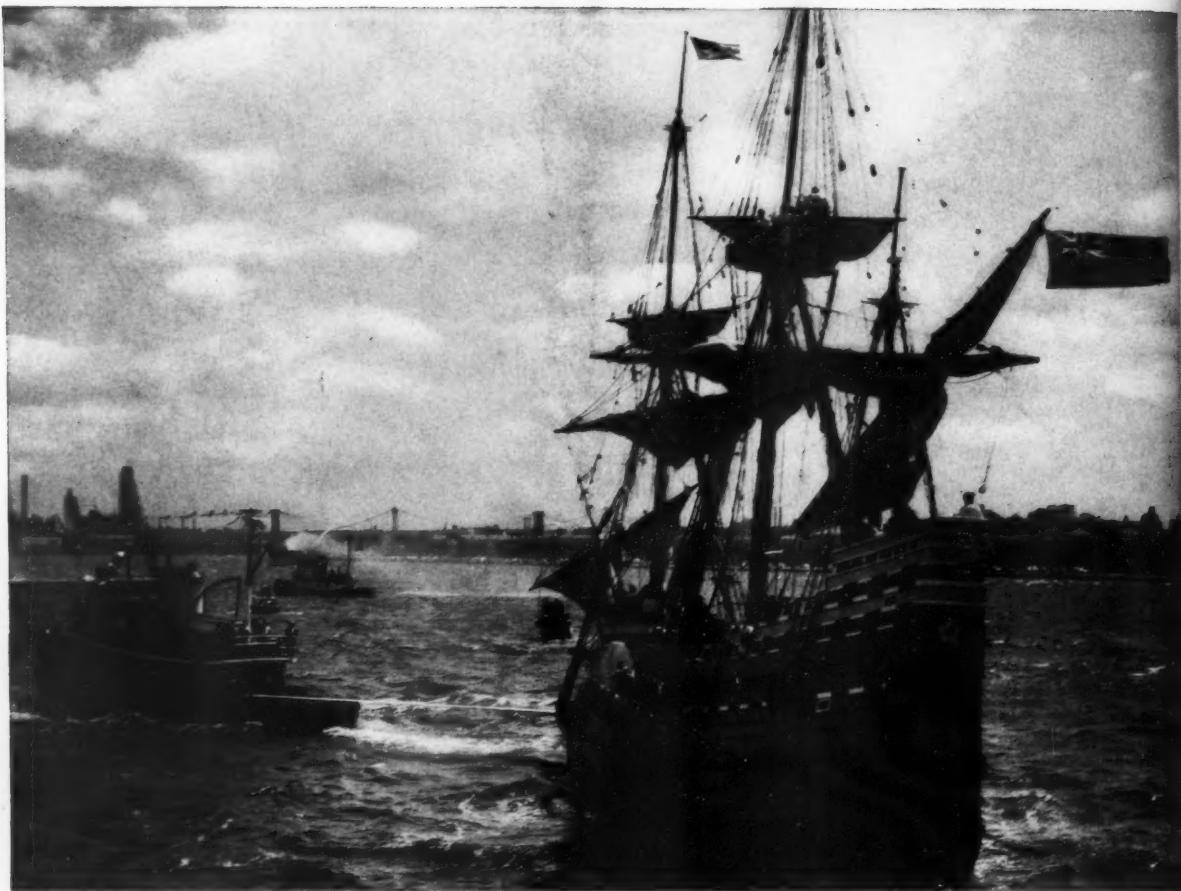
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## **K-TING NYLON HAWSER**

### **on tug "Dalzellance"**

### **brought Mayflower safely through heavy seas**

A K-ting nylon hawser with a  $4\frac{1}{2}$ " circumference, aboard the tug "Dalzellance" was assigned the job of bringing the Mayflower safely from Plymouth, Mass. to New York. The journey was beset by high winds and poor weather. But as everyone now knows, the Mayflower arrived on schedule.

K-ting nylon hawser was selected by the Dalzell Towing Company because the Mayflower rides high and is subject to wind and sea. Nylon rope, having extreme elasticity or "give" can absorb sudden strains that would cause manila to snap. Thus nylon made for both safer and better towing than a more rigid manila rope would have done.

In addition, K-ting nylon is both strong and light. The equivalent of the 600 ft. K-ting nylon hawser, in manila, would have had a 7" circumference and would have tipped the scales at about 700 pounds (or twice the weight of nylon). For information about K-ting *perfected* nylon—and other K-ting synthetic fiber ropes—write us today..

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*A product of the Cating Rope Works, Inc., Maspeth, N. Y.*

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"We've been using a K-ting nylon hawser on the Dalzellance for about a year. It has performed splendidly—and did a heroic job in helping us bring the Mayflower to New York safely and on time. A heavy sea was kicking up when we hit open water and the K-ting nylon hawser gave an amazing performance."

**Capt. William J. Lacey**  
**Dalzell Towing Company**



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